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Founder and Editor: STANLEY SPOONER

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CONTENTS.

	PAGE
Editorial Comment :	
Rumours and the R.A.F.	31
The Work of the Independent Air Force	32
The National Factories	34
Our War "Milestones"	35
"Milestones"	36
The Royal Aero Club. Official Notices	46
The Roll of Honour	46
Honours	47
The R.A.F. in Palestine	50
The Work of the I.A.F.	52
Airisms from the Four Winds	56
Personals	57
The Royal Air Force	58
Side Winds	61
Company Matters	62

EDITORIAL COMMENT



HE tongue of rumour has been very busy of late regarding the future of the Air Ministry and the R.A.F. Just before Christmas the *Daily Express* started the ball rolling with a mischievous *canard* to the effect that the R.A.F. was to pass under the control of the War Office. So

far as it is possible to gather, this report had its genesis in the fact that certain buildings hitherto occupied by War Office departments were being taken over by the Air Ministry, preparatory to the early evacuation of the Hotel Cecil and, the wish very possibly

Rumours and the R.A.F.

being father to the thought, the rest was quite easy! Now the *Evening Standard* follows up with certain categorical statements, rather milder in tenor but nevertheless leading in the same direction as the other. The Air Ministry, it says, is certain to undergo considerable changes under the new Government. The report put about that the Ministry would be abolished altogether, and that the control of the different Air Services would be recovered by the Admiralty and War Office, though officially denied, had, we are assured by the *Standard*, a "certain foundation." Both of these depart-

ments, it continues, are anxious to recover control of the air service peculiar to itself. The naval authorities also argue that the naval and aerial offensive and defensive strategy must be thought out and controlled by one authority, for in any future war the Navy and the Air Service will act in even greater co-operation than in the past war. Therefore, it is argued, the Naval Air Service should be under the Admiralty. The suggestion follows that we may see the Navy and Army gain control of its particular air service, leaving the Air Ministry to look after the development of the commercial aeroplane, so far as it can be utilised in co-operation with State communications and transport. At the same time the Admiralty and the War Office would be represented on the Air Ministry or Air Board, if the latter reverted to its less ambitious title. "Thus the necessary links would be maintained in the future development of the aeroplane for military and commercial purposes."

It seems to us that the *Standard* is endeavouring to intelligently anticipate the course of events before they occur, and is failing at the first fence. It does not, apparently, occur to the writer who has set forth all this enlightening information that both the Admiralty and the War Office do in fact control the air services peculiar to themselves and have never ceased to so control them. The function of the Air Ministry is and has been to provide the number of squadrons, machines, pilots and other *personnel* demanded by the Navy and the Army, which, once detailed, have passed completely under the naval and military command to be employed as directed by the latter. The sole concern of the Air Ministry from the time such units have passed under such command is with administration and supply. The system has been found to work admirably and it is hardly likely that, having passed the exacting test of a great war and proved itself to be far and away better from every point of view than the older one of two separate services, it will be scrapped now. There is no argument in reason or in logic for making such a change as that indicated as possible by our contemporary. On the contrary, there is every argument for leaving extremely well alone.

We are fully aware that some of the statements made in this connection are more or less inspired. Nor is it possible to ignore the fact that there are reactionary elements at the Admiralty and the

War Office, as well as in other quarters which are working to restore things to the 1917 status, and these reactionaries will bear watching. The best answer to their arguments is that the old system was given a long trial and found wanting. We were compelled, after the most careful and mature consideration, to change that system in the middle of the war—an extremely grave step to take, as must be obvious to all but the unthinking—and that the change to a separate Service amply proved itself to have been a wise one. There is another aspect of the matter which does not seem to have appealed to the prophets of change, and that is that it is necessary to go to Parliament for power to make all the alterations they seem to be so fond of foreshadowing. The Air Ministry and the R.A.F. have been constituted by Act of Parliament and are on a parity with the other two services in that they are by no means subject to constitutional alteration at the whim of politicians, journalists or Service reactionaries.

Still, as we have said, it will be well for those whose efforts resulted in the separation of the R.A.F. from the former system of control to watch future events very closely. There are reports going the rounds that Mr. Churchill is to take over the dual rôle of Secretary for War and therefore the Air when the new Government settles down to work. For our own part, we decline to attach a great deal of importance to the rumour, but it may be just as well to say that such an appointment would be to the grave disservice of the nation. We have not the slightest objection to Mr. Churchill either as Minister for War or for the Air. We do not forget that it was he who, at a time when his colleagues expressed a profound disbelief in aviation, had the courage of his convictions and set to work to create the R.N.A.S. Had it not been for him and Commodore Sueter the probability is that the war would have found the Navy minus aircraft altogether. Therefore, on his past record, we should be very much inclined to welcome his appointment to succeed Lord Weir. Nor is there any reason to think that Mr. Churchill would not make as good a political head of the War Office as any other politician of Front Bench rank. But that he, or anyone else, could fill both posts at the same time is simply an absurdity. We cannot conceive that the Prime Minister can fall into such a capital error, but the statement has been made and it would be wrong not to point out the futility of the idea. There is an enormous task before the new Air Minister in the construction and organisation of all the legislative enactments, national and international, that are necessary for the proper development of aviation, military and commercial. There is all the machinery to be built up for the proper control of flying and all the work of encouragement of commercial aviation to be co-ordinated, and much more besides. The work will occupy all the time and attention of whoever may be appointed to the Secretaryship of the Air and he will most certainly have none to spare for the administration of a second great department of State.

The Work of the Independent Air Force

Reverting for a moment to the statements made by the *Evening Standard* relative to the R.A.F. and its future, that journal says: "The Independent Air Force was always a bone of contention to the Army leaders. . . . A famous

general expressed the view that it was as reasonable to suggest an independent control of artillery as to have an air force acting independently of the Army Command." In view of the record of work carried out by the I.A.F., reviewed at length in General Trenchard's despatch published at the end of last week, we should imagine that the "famous general" referred to must feel grateful to our contemporary for having allowed him to remain anonymous. We have never taken a great deal of stock in the reiterated arguments referred to, which has been advanced by many others than famous generals. It is born of a complete want of understanding of the meaning of air power and ignores completely the difference between the tactical and strategical employment of aircraft. Military history is full of examples of the same want of foresight and imagination. It was the same kind of argument that was employed when it was proposed to take guns away from the infantry and form the Royal Regiment of Artillery. It was employed again in the case of the machine gun, which even up to the outbreak of the late war and until the Germans had shown how wrong our theories were, was regarded simply as a more or less useful weapon to be employed at the rate of two per unit with cavalry regiments and infantry battalions. In the same way, aircraft were regarded merely as the complement of troops fighting on the ground, and the belief that they had any strategical value other than in reconnaissance was held by comparatively few soldiers. Thanks, however, to the lessons taught by the war and to the insistence of those who were able to see that the value of aircraft extended far beyond the actual battle zone, we at last were given that separate Air Service, apart from the Navy and the Army, which alone could be capable of carrying on an independent war against the enemy's home front. Working under its own command and its own administration, its strategy could be co-ordinated with that of the fleets at sea and the armies in the field; it was able to sustain a part in the war almost equal to that of the other two services. That it did not in fact produce greater results than it did was solely due to the fact that the R.A.F. was formed when the war was two-thirds over and that before the Independent Force could be formed we first had to supply the aircraft needs of both army and navy. Even so, the part played by the I.A.F. was a magnificent one and General Trenchard's moving despatch tells the story of its work in plain, soldierly terms that must have appealed to the nation as few despatches of the war have done.

On reference to the despatch, which we publish in full in another part of this issue of "FLIGHT," it will be seen that neither the Air Ministry nor General Trenchard himself failed to recognise to the full that the first duty of the R.A.F. was to keep the armies supplied with all the aerial units required to hold and beat the German aircraft formations on the Western Front, that the bombing of Germany was a luxury until this had been accomplished but that once this had been accomplished it became a necessity. That is to say, it became necessary to attack the Germany army in Germany and to strike at its most vital point—its sources of supply; and the I.A.F. was formed with that object. It is worth while emphasising the fact that these were the views held by those responsible for aerial policy and that it was not until the Expeditionary Force



Major J. L. BAIRD, C.M.G., D.S.O., M.P., Under-Secretary of State for the Royal Air Force and Vice-President, Air Council.

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had been fully provided and their full future requirements arranged for that the I.A.F. was constituted. Having explained the outlines of the policy adopted, General Trenchard proceeds to detail the work carried out by the I.A.F. under his command. It is impossible to do justice to the records of the force by means of extracts from the despatch, and in any case we doubt not that our readers will be better able to assess the magnitude of the task which was so splendidly carried out by a reading of the despatch itself than from quotations, however copious. It is an epic record of gallantry and determination, often in face of terrible odds and almost equally terrible conditions of weather. A more striking tribute to the devotion to duty and the self-sacrifice displayed by our aviators it would be almost impossible to imagine. That is but faintly descriptive, we acknowledge, but there are really no words in the language to adequately express the feelings with which even the least imaginative must read the despatch.

It was fairly well known to a large number in this country that we were building a large fleet of machines for the express purpose of bombing Berlin and other large German towns remote from the Western frontier, but General Trenchard disclosed the fact officially for the first time. He tells us that the longest distance flown out and home by our aeroplanes was 324 miles and that then the machines only just got back on their supply of petrol. Manifestly, something with greater fuel endurance was needed for the trip to Berlin and back, and consequently it was decided to build a fleet of large machines, of great fuel and bomb-carrying capacity, for the purpose. Here is the answer to the question that was so often asked why we concentrated on the Rhineland towns and left Berlin alone. Obviously, machines capable only of a flight of three hundred miles were useless for the 800 miles out and home between Nancy and the German capital. The new machines were not delivered until late in October and although all ranks worked night and day on the task of getting them ready for service, they were not completed until three days before the signing of the armistice, and then bad weather intervened to stop the projected raid. It may be as well, perhaps, that the inevitable bloodshed of such an enterprise was, after all, avoided, but we imagine there are a good many people in and out of the Air Service who will feel a passing regret that the Huns of Berlin did not receive at least one dose of the medicine they were once so fond of seeing administered to their enemies.

Apart altogether from the splendid record of gallant service contained in General Trenchard's narrative, we think the latter can also be construed into a telling justification of the policy which gave us a separate service with the necessary numbers, both of machines and of *personnel*, to carry out the work to which the I.A.F. was detailed. There is little room for doubt that under the old system of the two air services the I.A.F. would never have come into being and the vast moral and material effect produced by its operations would have been entirely lost, with a consequent lengthening of the war. By what period it actually did shorten the war it is impossible to say, but that it did produce a considerable effect on the *morale* of Germany is beyond question. General Trenchard estimates that the

moral as compared with the material factor of damage caused is as 20 to 1. We know from the records that the actual material damage done to German munitions centres, factories and communications was very great and if we accept his comparison, which is probably very near the mark, we shall be able to arrive at some approximate conclusions regarding the cumulative effect of the I.A.F. raids on German nerves, which are notoriously none of the best. On the whole, we believe we are justly entitled to claim that the policy of a single air service as embodied in the present organisation of the R.A.F. has been triumphantly vindicated by the greatest test it could possibly have endured. As we have said in a previous article, there is little doubt that the forces of reaction are at work and while we do not for a moment believe they will succeed in setting back the hands of the clock, we shall do well to take as the watchword: "Hands off the Royal Air Force!"

The National Factories

Attention has been called to the status of the national aeroplane factories by the demand of the aeroplane workers at Aintree that the factory there should be retained by the State. They have protested against its being turned into a salvage depot and stores and have issued a circular which says: "We demand that national factories should be retained for national mechanical productive purpose, and in any case the workers will insist that all dilutees must be removed before any skilled man is discharged." It also states that the government pledge that all dilution would cease when skilled labour was available is being completely ignored, as skilled work of dismantling aeroplanes was going to be done by unskilled women while the men were thrown out of employment.

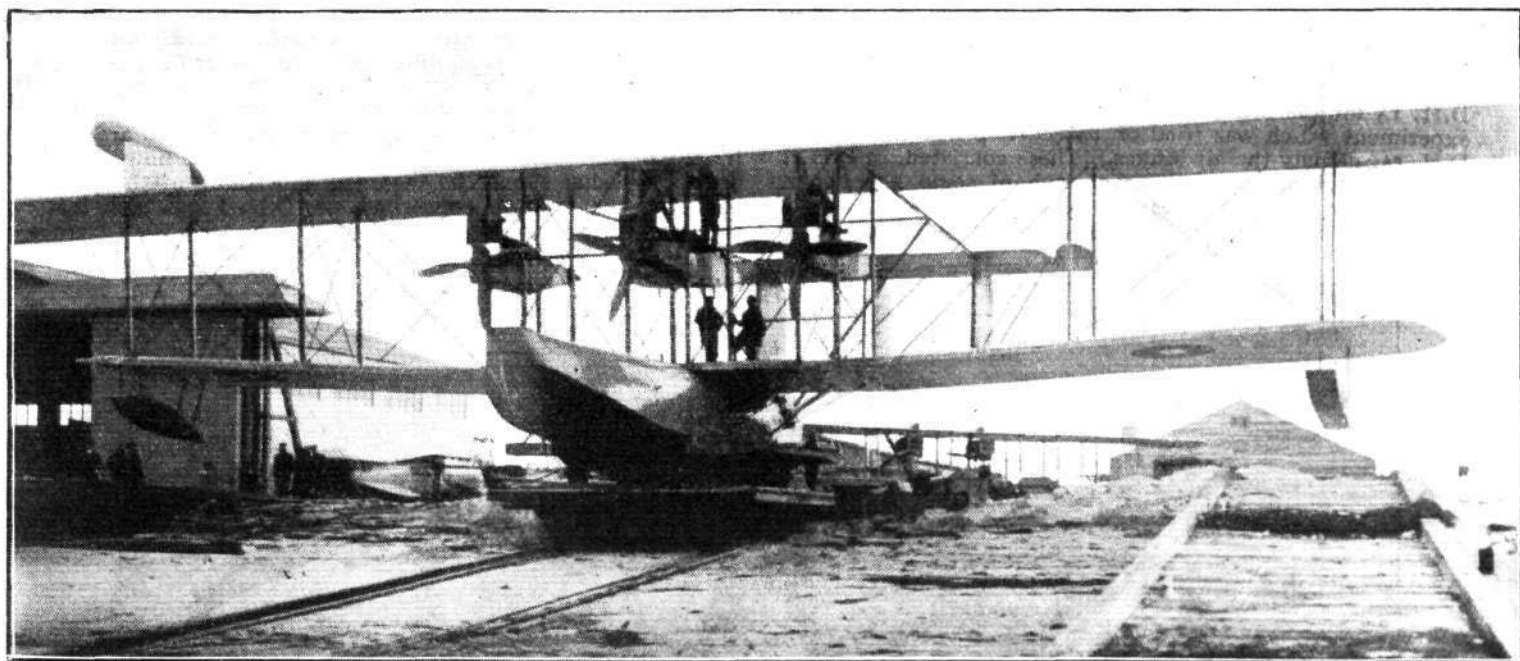
Do the workers at Aintree—who were on strike by the way, a few weeks before the close of the war—want the Government to go into competition with private industry for their especial benefit? Or perhaps, they would like another war so that they can continue in their jobs! Unfortunately, it looks as though we shall have to face a good deal of this sort of thing. Too many people, and not all of them manual workers, seem to have had the idea that the war and war industries were sent by a fairy godmother to enable them to earn high wages by working short hours and that the conditions were permanent rather than an abnormal state of things set up by a time of crisis. There is, however, another side of the question—that of the taxpayer, who staggers under a burden of taxation in order that the beneficiaries of the war may make money. He has had no consideration shown to him since the war began. He had little enough then, but even that little has disappeared. Governments and Ministries have taken money out of his pocket to put it into those of the workers and the war profiteers and it is time the merry game was checked. To our way of thinking, the Ministry of Munitions has acted quite rightly in the matter of the Aintree factory and we hope to hear that the policy of closing down the war factories is to be continued with all convenient speed. We do not want to see an era of State trading entered upon and still less do we desire to see its inauguration simply for the sake of continuing people in their war jobs. We can see

no particular hardship in the lot of the workers in the Aintree factory. The Government is dealing with them quite generously in the way of out-of-work pay—at the expense again of the unfortunate taxpayer. The skilled men were surely doing something before the war and we suggest that they will do themselves and the country no harm by going back to their old callings. They have three months in which to find jobs while they are drawing their out-of-work pay which is assessed at a much higher figure than that of the man who has been risking his life in the trenches for a shilling a day. Nor are the “dilutees” in any worse case. Some were in employment before the war and we take it the same kind of work is open to them still. Others came into war work because they conceived it to be the right thing to do, while others came in for the sake of the higher wages to be earned “in munitions.” In neither case is it logical that they should expect the State to go into business for no other reason than to continue them in a lucrative employment, apart altogether from any question of the economic soundness or the morality of State trading in competition with private enterprise. We have spoken thus plainly because we conceive the time to have come when some plain speaking on these questions is very nearly due.

**Our
War
“Milestones”**

In order to show the enormous progress that has been made in aircraft design and construction during the War, and which it has not been possible to refer to in detail during the hostilities, we have prepared a series of descriptive articles dealing with the machines that have been built by the various firms since August 1914. In our issue of January 8th, 1915, we published an article dealing with the Avro

products up till that time. This article was entitled “Milestones,” showing as it did, the machines which marked the progress of this firm. We have retained the same title for our present series as being descriptive of the matter contained in the articles. The first of the series, which appears elsewhere in this issue, deals with the machines built by the Aircraft Manufacturing Co., Ltd., or Airco, as they are now styled. Each machine is briefly described and a photograph of it accompanies the description. Other pages contain plans, side-elevations and front elevations of the various machines, and with regard to these we would point out that they have all been drawn to a uniform scale so as to convey in as clear a manner as possible the relative size of the different types. In subsequent issues, when machines of other constructors will be dealt with, these will be published to the same scale as are the Airco machines, thus making a machine designed by one firm directly comparable with machines built by other firms, as regards size and general arrangement. All particulars regarding the machines are incorporated in two tables, one of which gives all the chief dimensions, while the other shows such items as weights, powers, and performances. We think that for purposes of reference and by way of showing the progress made these tables and the illustrations will be found of more than usual interest, and when publication of the series is concluded we hope to be able to issue the “Milestones” series in portfolio form so as to collect under one cover all the types of British machines built between August, 1914, and the end of 1918. That the series will be appreciated by our readers we have not the slightest doubt, and we hope the information given will be found of lasting value, having regard to the enormous amount of work entailed in preparing these articles.



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The great American Curtiss flying boat, which has a capacity for carrying fifty passengers, and which was designed as a submarine chaser, on the slip-ways, ready to start. It is stated this machine has a carrying capacity of about six tons, a wing spread of 70 feet, contains three motors, and can carry sufficient fuel for a 13-hour trip. Its speed is 80 miles per hour, and it can attain a height of 2,000 feet in 10 minutes. Its crew consists of five men, two of whom are pilots. It is the intention of the owners to attempt a flight across the ocean with this machine.

"MILESTONES"

[The restrictions imposed by the censorship have precluded the publication of any particulars of British aeroplanes and seaplanes built since August, 1914, and it has consequently been a matter of very great difficulty, not to say impossibility, for a technical journal like "FLIGHT" to keep its readers informed of the enormous progress made during that interval. Visual evidence of this progress has not been lacking, and it has been possible to form some idea of the excellence to which the performance of aeroplanes has attained of late, but in the first place, judging "by eye" the performance of an aeroplane, whether it be speed or climb, is apt to be much in the nature of guesswork. There are further such items as weight and load, which help to a very great extent to explain the why and wherefore of the performance of a given machine. We, therefore, feel certain that the series of "Milestones" of the War which we commence this week will be followed with the greatest interest by readers of "FLIGHT." The series will, we hope, be found of value as a work of reference, and on completing publication in "FLIGHT" we hope to be able to issue the whole series as a portfolio in order to provide, in a handier form, all the valuable data and illustrations contained in the articles.—ED.]

THE DE HAVILLAND, OR "AIRCO.," MACHINES

The D.H. 1

A FEW months before the outbreak of War the Aircraft Manufacturing Co., Ltd., or, as the firm is now styled, the Airco., were fortunate enough to secure the services of Mr. (now Capt., R.A.F.) Geoffrey de Havilland, who had up till then been engaged as designer at the Royal Aircraft Factory (now Royal Aircraft Establishment) at Farnborough. At the time, "FLIGHT" mentioned the fact, and ventured to predict a more than usually good performance of the machines designed by Mr. de Havilland for the A.M. Co. To how great an extent our prophecy was correct has long been realised by those who have had an opportunity to follow closely the developments of the D.H. machines, and will, we hope, be generally appreciated by all readers of "FLIGHT" after perusing the following article. The first machine designed by Mr. de Havilland for the Airco. made its appearance early in 1915, and was described in "FLIGHT" for February 5th, 1915. It was a two-seater of the pusher type, and during the preliminary trials, piloted by its distinguished designer, the machine gave promise of very good qualities, judged by the standard of those days. Although originally designed for a more powerful engine, the D.H. 1, as it was called, had a very good turn of speed for its power—the engine fitted was a 70 h.p. Renault—and was inherently stable to a very great extent, de Havilland flying it repeatedly "hands off." The D.H. 1 had its seats so arranged in tandem that the gunner was in the front seat, from where he had an excellent view, and a free field for his machine gun. The pilot sat behind the gunner, and as his seat was placed somewhat higher, he also had a fairly good view.

The D.H. 1A

The D.H. 1 was followed by the D.H. 1A, which was practically identical, except that it was fitted with a 120 h.p. Beardmore engine. On the D.H. 1 the shock-absorbing arrangement consisted of coil springs taking the load, while the rebound was taken by a piston working in a cylinder filled with oil. This arrangement was discarded in the D.H. 1A for the ordinary rubber shock absorbers. Another experiment which was tried on the D.H. 1 was discarded in D.H. 1A, namely the air brakes. These consisted, in D.H. 1, of two small monoplane wings, each of some 3 ft. span, mounted on the top longerons of the nacelle. In normal flight these wings were set at no angle of incidence, but for

landing they could be rotated so as to present an area normal to the direction of flight. They were not a great success, however, and were not incorporated in D.H. 1A. As will be seen from the accompanying illustrations, D.H. 1A was as neat in appearance as it is well possible to make a pusher. This was accomplished by careful streamlining wherever possible, as, for instance, around the engine, which, being water cooled, could be more enclosed than could the air-cooled Renault. To preserve the clean appearance of the nacelle, the radiator was not mounted on the sides, but was built into the front portion of the engine housing, just behind the back of the pilot. In addition to providing the cooling, this placing of the radiator may possibly have assisted materially in keeping the pilot warm. The performance of D.H. 1A was very good for its power, the speed being 89 m.p.h., and the climb to 6,000 ft. taking 12 mins. 10 secs.

The D.H. 2

After the D.H. 1A came a little machine which startled everybody by what was in those days considered a very fine turn of speed, and, especially, an excellent climb. This was D.H. 2, a little single-seater pusher scout with 100 h.p. Gnome monosoupape engine. In general appearance it had a strong family resemblance to the previous machines, and the same clean design which had characterised these was noticeable in the scout. When D.H. 2 came to be turned out in quantities it soon became a favourite for certain classes of work, and was used with great success on the Western front in the days before synchronised machine guns became the fashion. When this happened, the *raison d'être* for the pusher disappeared, and as this type could not be got to do the performance of tractors with the same power, it gradually ceased to be used. For comfort in flying, however, it is doubtful whether this type can be surpassed. There is no slip stream, and placed as he is in the extreme nose, the pilot can be seated low down and well protected from the wind, which, as a matter of fact, is only felt on a turn. The theory held at one time that this type is dangerous on account of the engine being behind the pilot is not, we think, borne out by experience, and we are not by any means certain that for pleasure flying the now rather despised pusher should be regarded as a thing of the past. As far as the Airco. is concerned, the D.H. 2 was their last single-engine pusher.

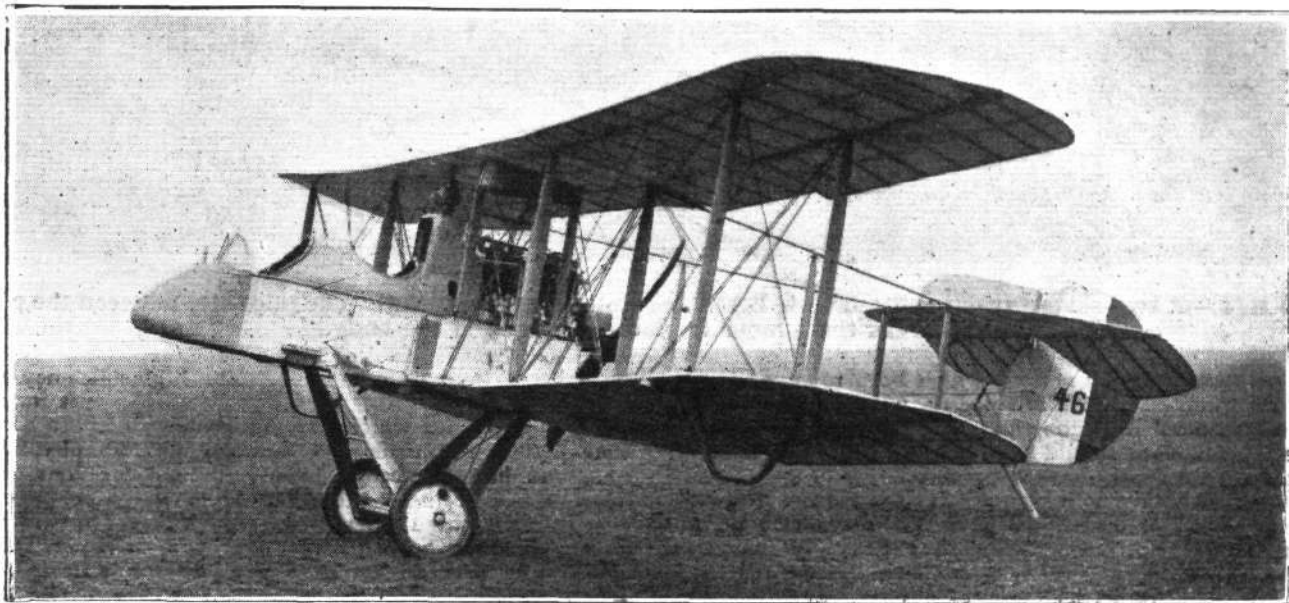


The D.H. 1.—A pusher two-seater with 70 h.p. Renault engine. Capt. de Havilland is in the pilot's seat.

The D.H. 3

While thus engaged upon the production of small pusher scouts, Capt. de Havilland foresaw the need for larger weight-carrying machines, and designed a twin-engine machine which became known as the D.H. 3. From the illustrations it will be seen that this machine was a *fuselage* biplane with the engines placed between the planes and the *fuselage* placed rather low down. The latter feature somehow gave the machine an appearance of being, as someone put it, "a

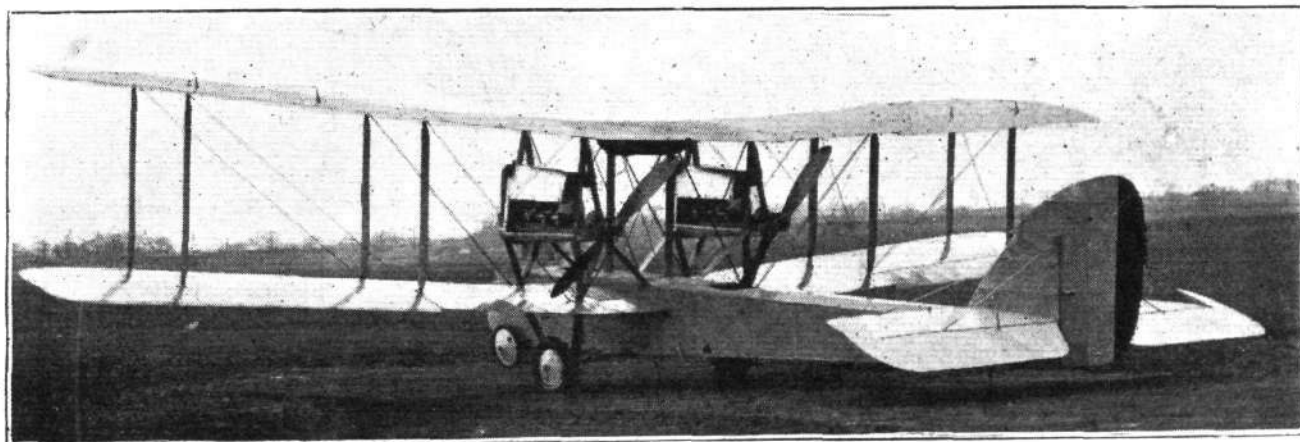
flying-boat on wheels." The accommodation of the occupants—the D.H. 3 carried three—was designed with a view to giving the two gunners—or bomb-droppers, as the case might be—a good view in all directions. The front gunner's cockpit was in the extreme nose of the *fuselage*. The pilot occupied the middle seat, and the rear gunner's cockpit was placed well back, clear of the trailing edge of the planes. The engines, two Beardmore 120's, were mounted on Vee struts between the wings, and drove, through an extension



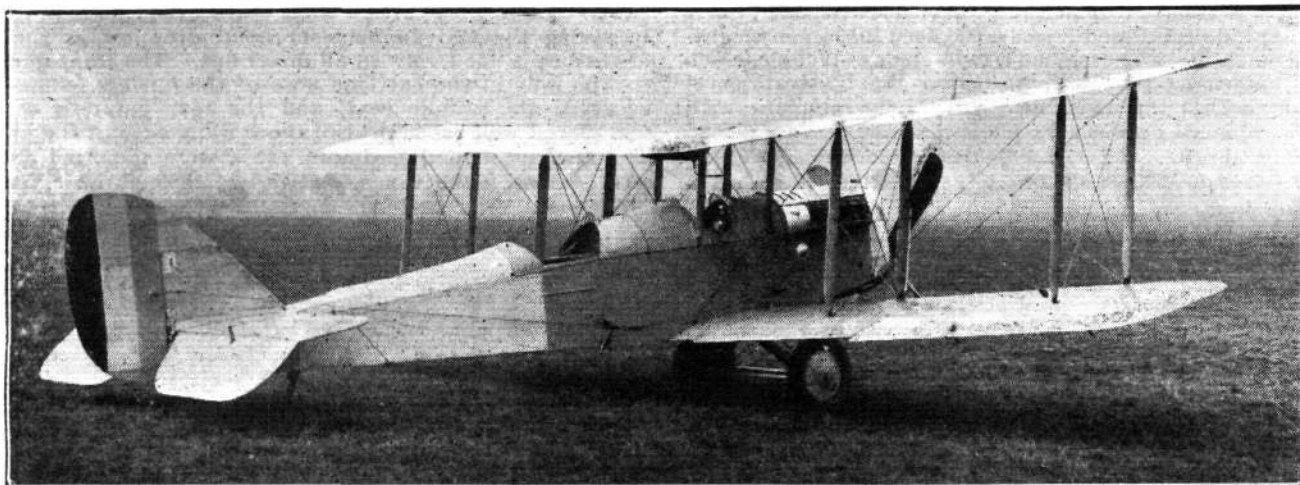
The D.H. 1a.—This machine is similar to the D.H. 1, except that it has a 120 h.p. Beardmore engine.



The D.H. 2.—A small single-seater pusher scout, with 100 h.p. Gnome monosoupape engine. This machine has a strong family resemblance to the D.H. 1.



The D.H. 3.—A three-seater twin-engine pusher, with two 120 h.p. Beardmore engines. A lack of more powerful engines prevented the production in quantities of this machine, which is really the forerunner of the famous D.H. 10a.



The D.H. 4.—A two-seater tractor, fitted with B.H.P. or Rolls-Royce engines. The pilot sits between the planes, whereas the gunner is placed far back in the body.

of the shaft, the pusher screws, which both revolved in the same direction. The tank capacity was sufficient for a flight of 8 hours' duration, and as the military load was 680 lbs., the machine should have been quite a useful bomber, especially as her speed was 95 m.p.h. at low altitudes and only dropped to 88 m.p.h. at 9,500 ft. However, for some reason or other—we have no information on the subject, but it is not inconceivable that it may be connected with the frantic efforts that were about this time being made at the Royal Aircraft Factory to produce a satisfactory machine of similar type—the D.H. 3 was not produced in large numbers, and so it is really impossible to express an opinion of what would have been her capabilities on active service. Certainly in a later form—and along very similar lines except for the engine power, the type has been sufficiently successful. We are referring to the D.H. 10's and 10A's, which have an extraordinarily good performance. It might be mentioned that the body of the D.H. 3 was covered with three-ply wood, which further tended to make her resemble a flying-boat.

The D.H. 4

The next design to leave the drawing-table of Capt. de Havilland was a two-seater tractor, D.H. 4. The power of the engine available had by then increased considerably, and it was possible to hope for much better performances from two-seaters than had hitherto been the case. This was the object of the D.H. 4. So as to give the gunner a better chance to use his machine-gun, his seat was placed far aft in the body, where he is well clear of the wings. The first D.H. 4 to make its appearance at Hendon was fitted with a B.H.P. engine of about 200 h.p., but later on engines of other makes were installed with great success. An examination of the accompanying tables will show the performance of the machine with the various engines that have

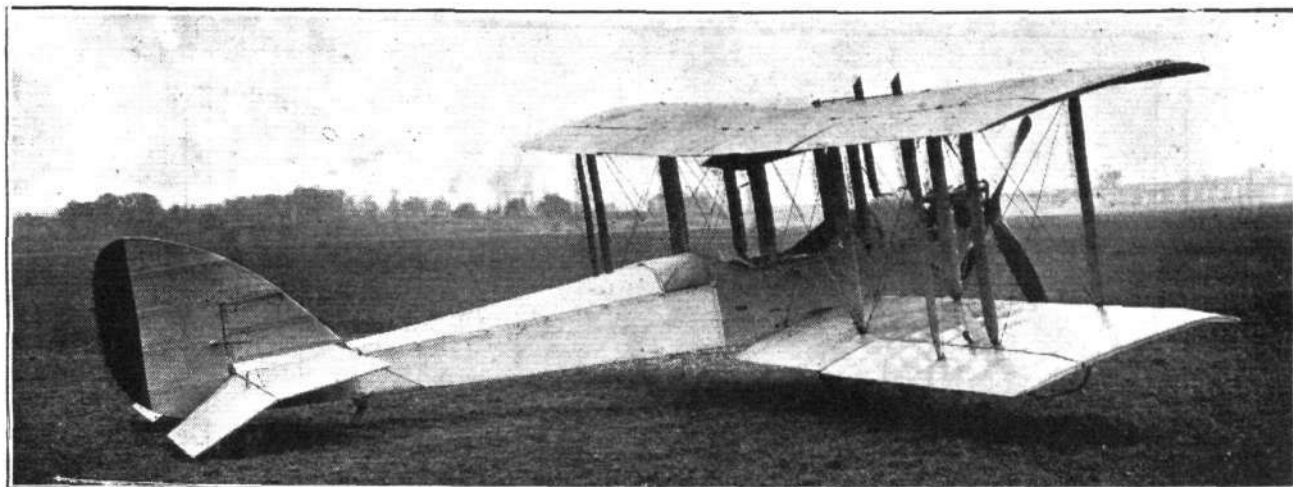
been fitted from time to time. The high efficiency of the D.H. 4 has enabled the Royal Air Force to use it for nearly every purpose for which aeroplanes are used. It has done long-distance reconnaissance, bombing, photography, fighting, etc., and has also been extensively used for long-distance passenger carrying. According to the engine fitted the machine has varied a little from time to time, but the alterations have not been great. For instance, some D.H. 4's have had their exhaust collectors swept upwards so as to carry the fumes away over the top of the upper plane. Also the shape of the nose when fitted with a vertical B.H.P. engine has naturally been somewhat different from the nose of the R.-R. engine one. No fundamental changes have, however, been made. It might be mentioned, as it is not shown in the table, the figures of which refer to the standard performance—that a D.H. 4 with a 200 h.p. B.H.P. engine has actually been flown at speeds varying from 42 to 127 m.p.h., which is "some" speed range. As shown in the accompanying photograph, the covering of the fore part of the body of the D.H. 4 is of three-ply wood, which was a somewhat unusual feature in a British machine at that time. In our issue of June 20th, 1918, we published a translation of a description of the D.H. 4, which had appeared in a German aviation journal. This article was illustrated with a number of detailed drawings and photographs, from which it was possible to form a very good idea of the general construction, and which form a valuable supplement to the particulars given in the accompanying tables and illustrations.

The D.H. 5

The pusher scouts having become obsolete, partly on account of the relatively poor performance of this type of machine, and also by reason of the adoption of the synchro-



The D.H. 5.—A small, single-seater tractor scout. The engine is a 110 h.p. Le Rhone. Note the negative stagger of the wings.



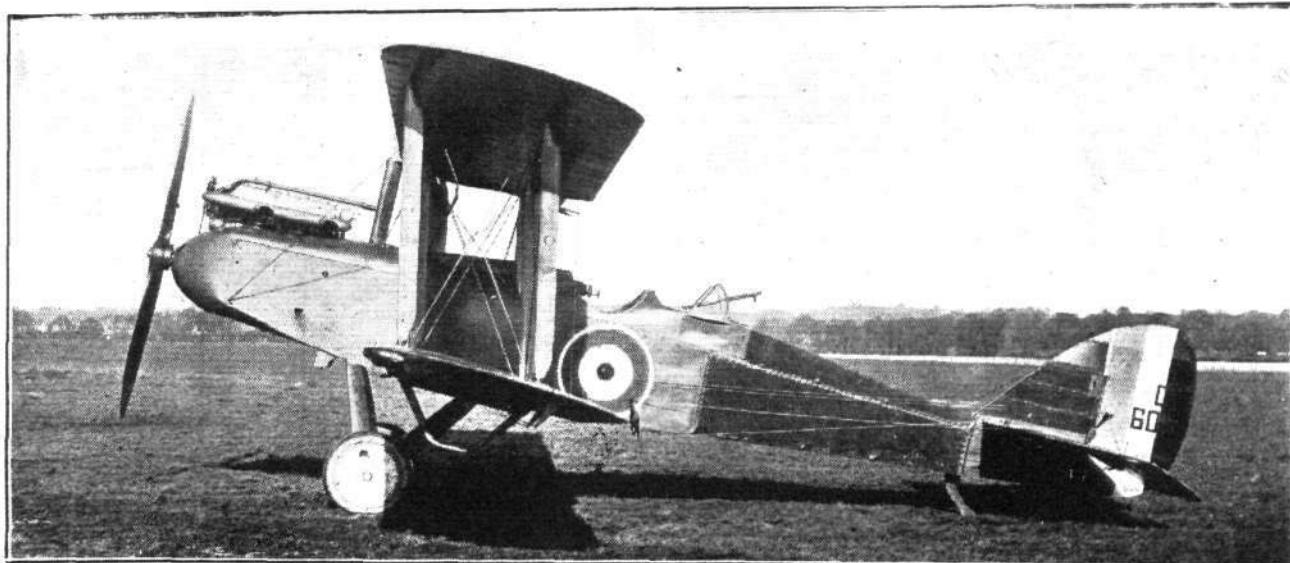
The D.H. 6.—A school machine, two-seater, dual controls. Has a very low minimum speed (about 30 m.p.h.), and is not easily stalled. The head resistance is purposely kept high, but by using stream-line wing bracing wires and by cowling in the engine, the speed can be raised to 90 m.p.h., when the machine should be very useful as a moderate priced pleasure plane.

nised machine-gun, Capt. de Havilland set to work to produce a tractor scout in which he aimed, not only at drawing full advantage of the better performance inherent to the type, but also at providing, to as great an extent as possible, the same good view in a forward and upward direction as that enjoyed in the pusher scout. The outcome of these efforts was the D.H. 5, in which the chief characteristic was the negative stagger. This feature lent a curious appearance to the machine, and when she first appeared there were those who were inclined to regard her as a freak. It was not very long, however, before flying tests demonstrated that her performance was very good for her power, and from the reports of pilots who had flown her it appeared that she was not unduly difficult to handle. That she had her own little idiosyncracies which had to be learned and humoured may be admitted, every machine has, but after pilots got into her ways she soon became popular, and during 1917 she was used in great numbers and with good success. Although fitted with a slightly more powerful engine than was the pusher scout—a 110 Le Rhone against a 100 Gnome monosoupape—it is interesting to compare the performance of the two types. The ground speed of D.H. 2 was about 93 m.p.h., while D.H. 5 does 105 m.p.h. at 6,500 ft. The climb to 10,000 ft. was accomplished by the pusher in 18 min. 30 sec., while the tractor does it in 12 min. 4 sec. It would, therefore, appear that the advantage of the tractor is greater in the case of speed than as regards climb. In our issue of October 24th, 1918, we published a detailed illustrated description of the D.H. 5 which, in conjunction with the data of this article, forms a very complete exposition of the general construction of this machine. One of the features of the

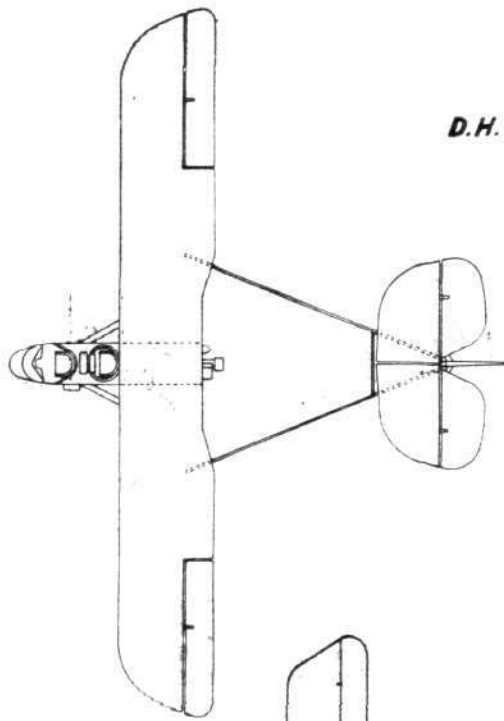
body design which is out of the usual run of bodies is the manner in which the rectangular section fuselage is faired. In section it is an irregular octagon, while in side view the corners of this octagonal section forms straight lines.

The D.H. 6

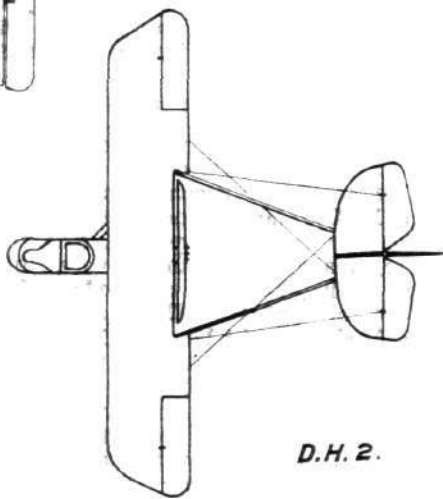
Towards the end of 1917 the question of training pilots became pressing, and the need for a machine designed especially for school work became apparent. To meet this demand the D.H. 6 was designed. The objects kept in view in designing her were: Simplicity, and therefore ease of manufacture, maintenance and repair, interchangeability of parts, low landing and stalling speeds. Hence the straight tips and control surfaces. The flat, and nearly vertical, nose of the fuselage might be thought to offer unnecessary resistance. It should be remembered, however, that this is a school machine, and we believe we are correct in saying that this detrimental surface was intended to assist in safeguarding the machine against being dived at too high a speed by inexperienced pupils. For the same reason plain cables are used in the wing bracing. An ingenious quick-release dual system of control is fitted, by means of which the instructor can cut out the pupil completely by the movement of a single lever, and it should be particularly noted that this quick-release includes not only aileron and elevator, but also rudder control. A remarkable feature of the D.H. 6 is the low speed at which it can be flown. The standard machine has a maximum speed of 75 m.p.h., and lands at about 30 m.p.h., while it may be actually flown at speeds below 30 m.p.h. The standard model is intentionally made



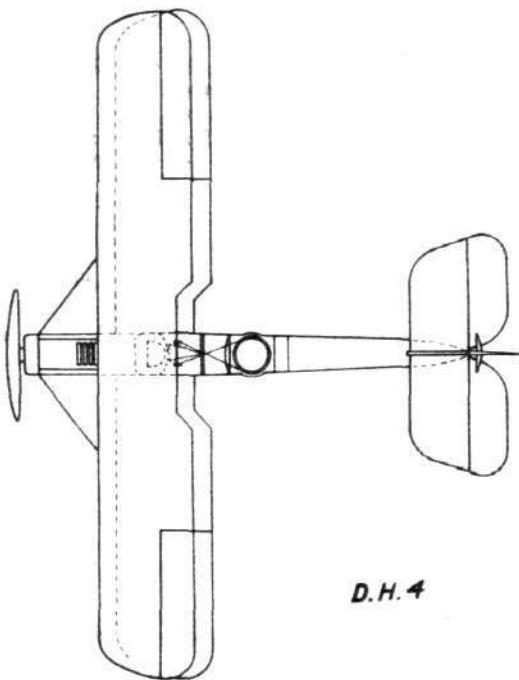
The D.H. 9.—A two-seater tractor fighter and reconnaissance machine. Note how the pilot's seat has been placed farther aft than in the D.H. 4, and the extremely neat nose of the fuselage. The radiator may be seen projecting slightly through the bottom of the body. By raising and lowering the radiator the cooling may be varied. The engine is a 230 h.p. B.H.P.



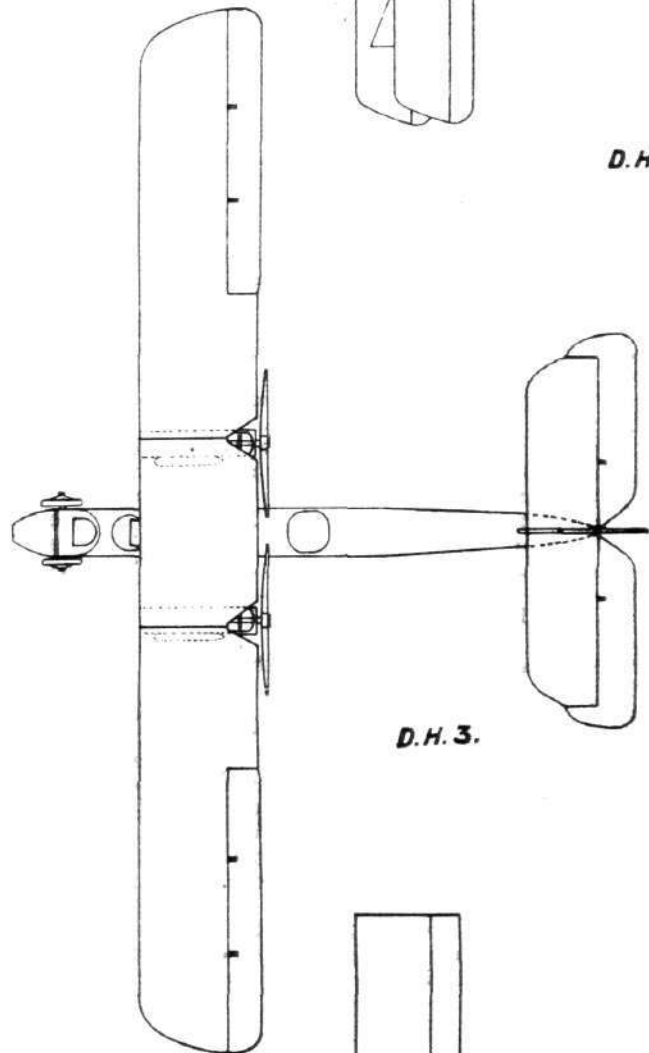
D.H. 1A



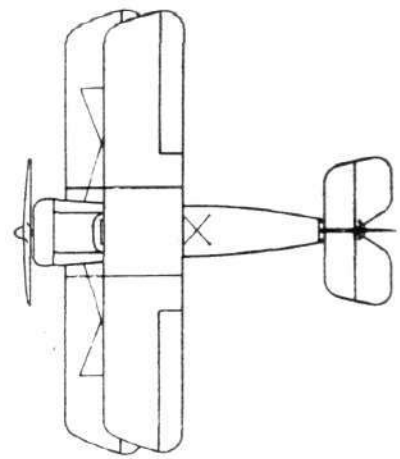
D.H. 2.



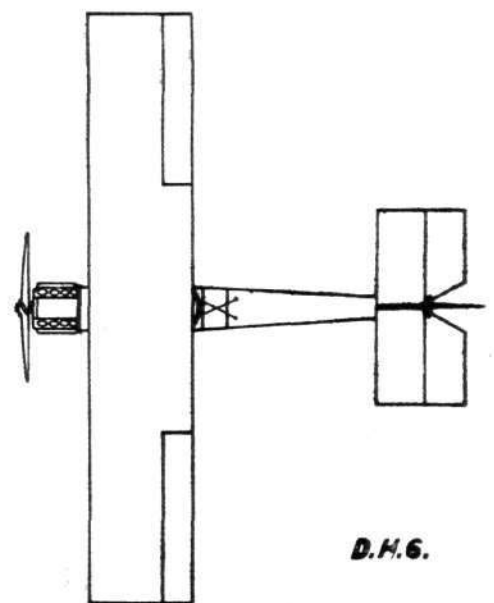
D.H. 4



D.H. 3.



D.H. 5.

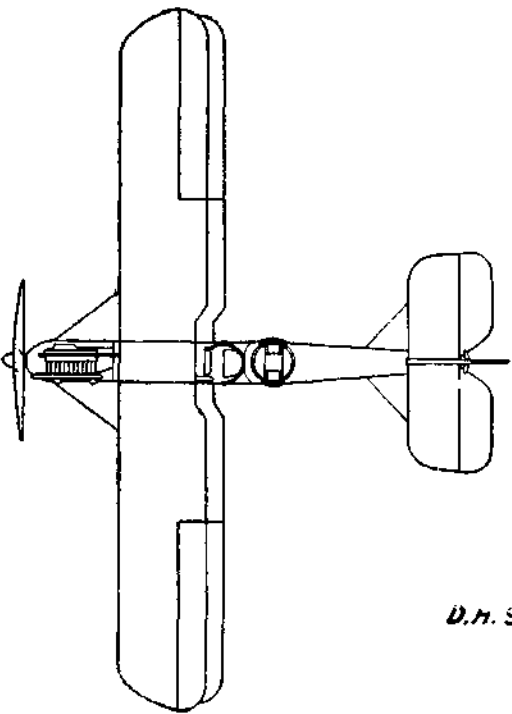


D.H. 6.

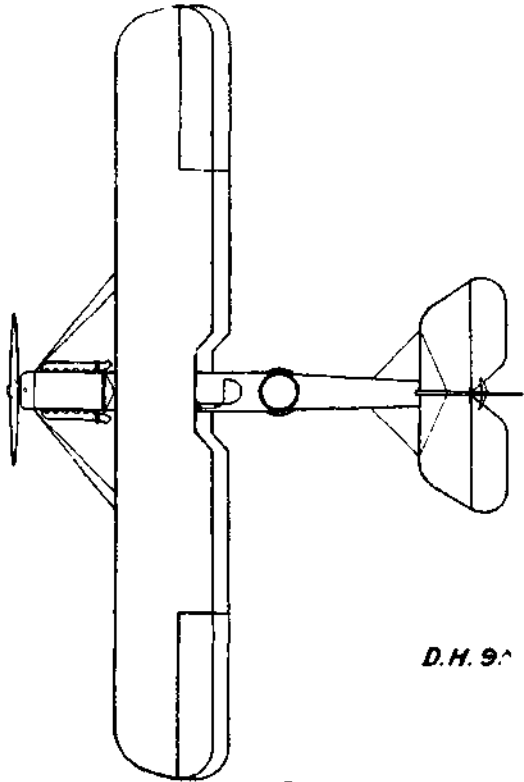
SCALE OF FEET
0 1 2 3 4 5 6 7 8 9 10 11 12

Plan views, to a uniform scale, of "Airco." machines Nos. 1 to 6 inclusive.

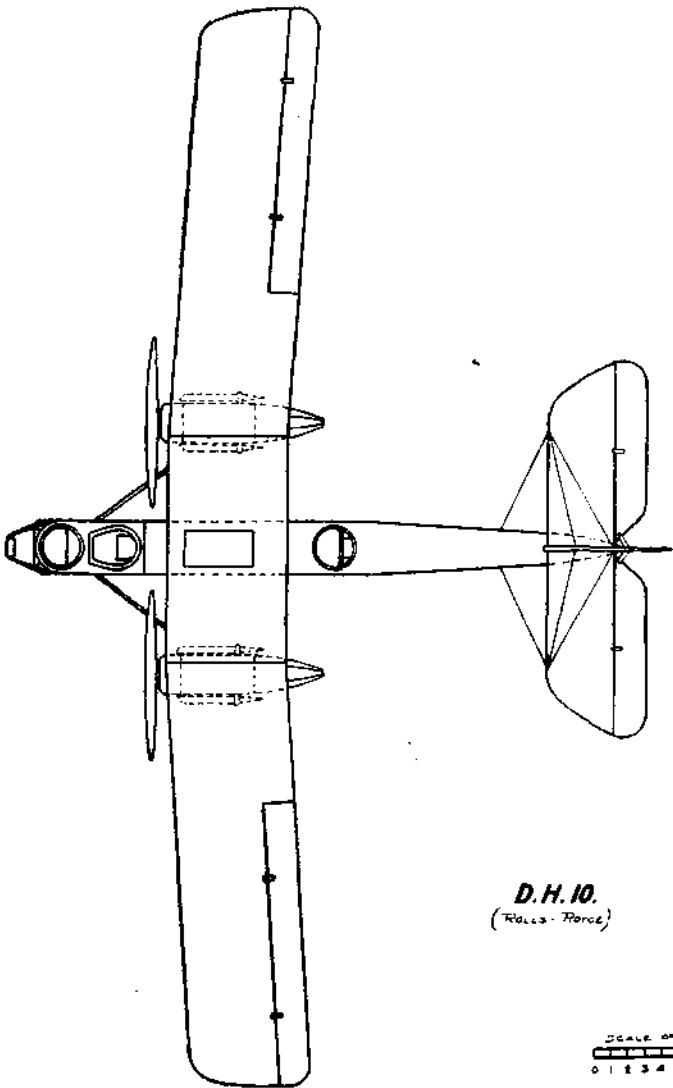
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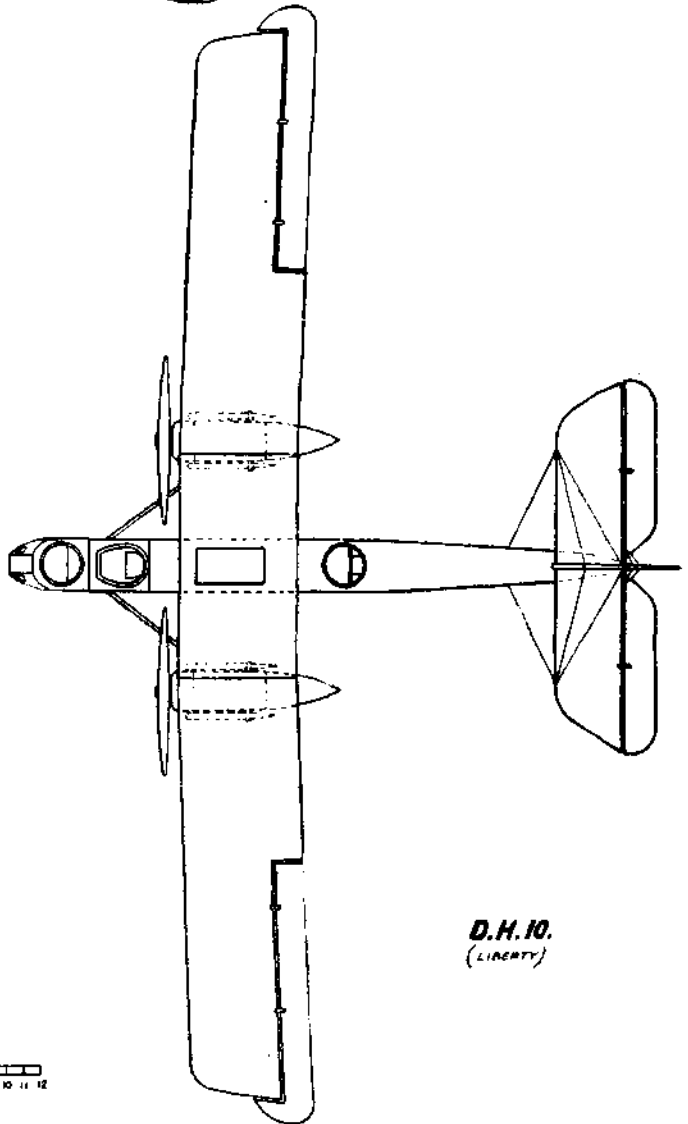
D.H. 9.



D.H. 9A



D.H. 10.
(Rolls-Royce)

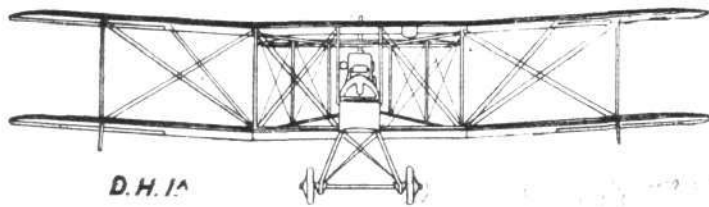


D.H. 10.
(LIBERTY)

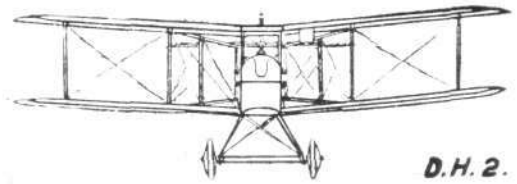
SCALE OF FEET
0 1 2 3 4 5 6 7 8 9 10 11 12

Plan views, to a uniform scale, of "Airco." machines Nos. 9 and 10. The plan view of D.H. 10A is the same as that of the Liberty-engined D.H. 10.

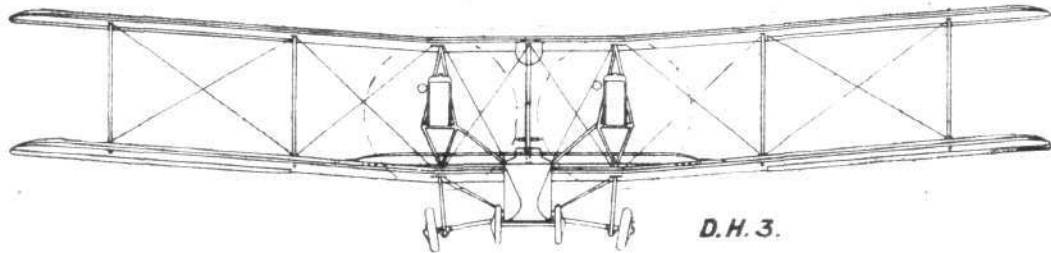
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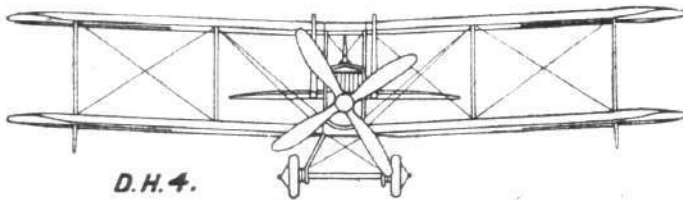
D.H. 1A



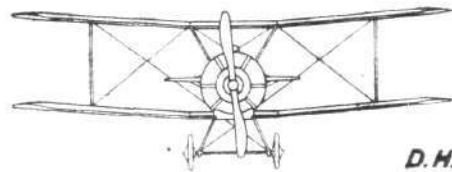
D.H. 2.



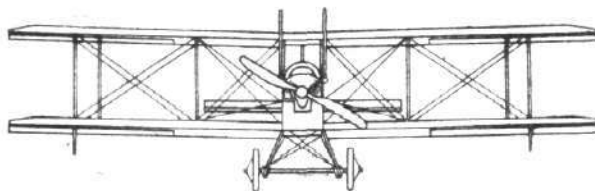
D.H. 3.



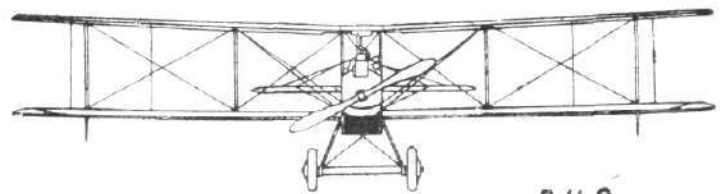
D.H. 4.



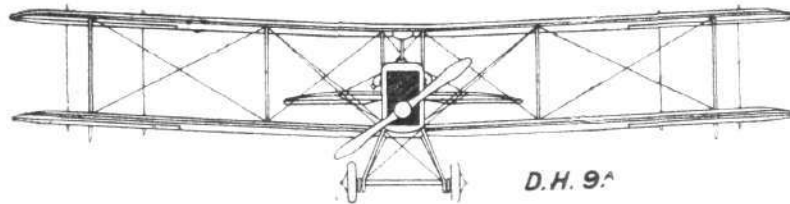
D.H. 5.



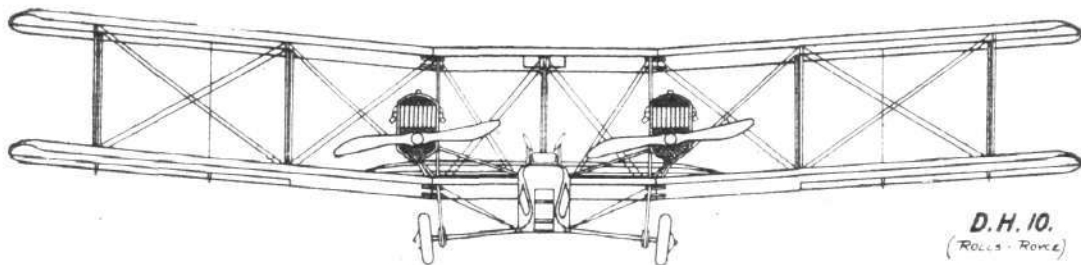
D.H. 6.



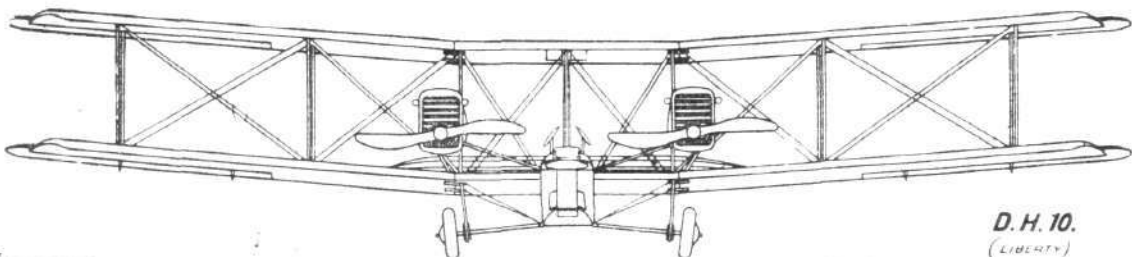
D.H. 9.



D.H. 9A



D.H. 10.
(ROLLS-ROYCE)

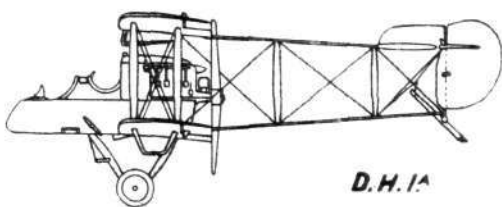


D.H. 10.
(LIBERTY)

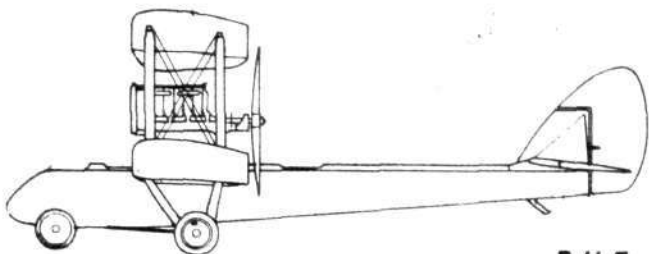
SCALE OF FEET
0 1 2 3 4 5 6 7 8 9 10 11 12

Front elevations, to a uniform scale, of all the "Airco." machines. The D.H. 10A has its engines mounted direct on the lower plane.

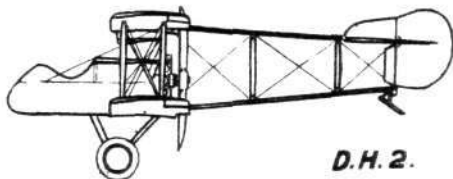
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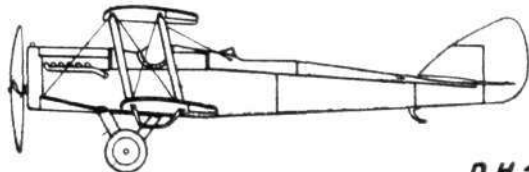
D.H. 1A



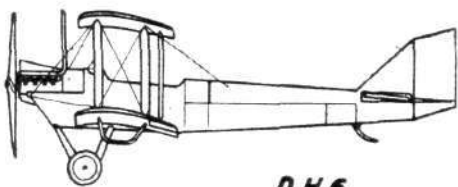
D.H. 3.



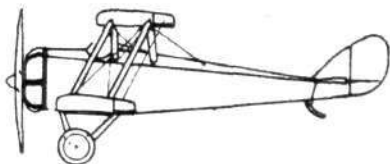
D.H. 2.



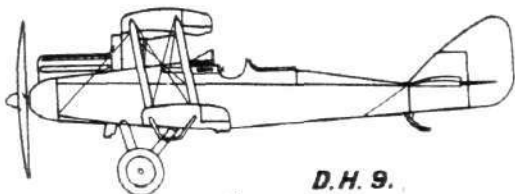
D.H. 4.



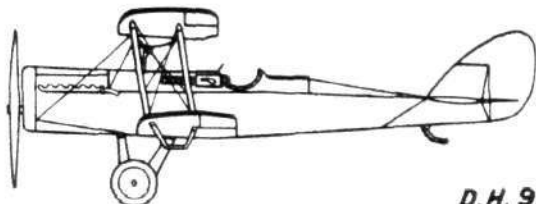
D.H. 6.



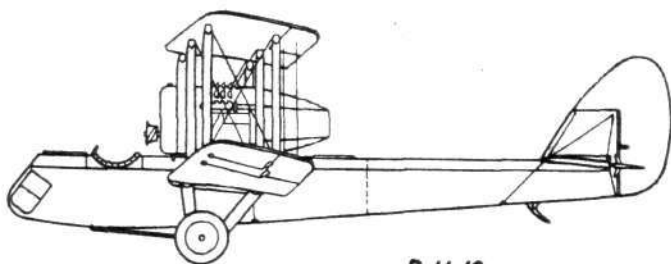
D.H. 5.



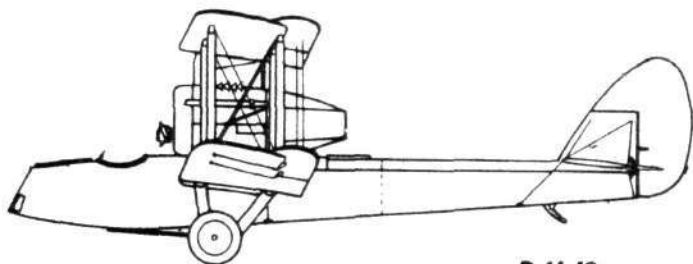
D.H. 9.



D.H. 9A



D.H. 10.
(Rolls-Royce)



D.H. 10.
(LIBERTY)



Side elevations, to a uniform scale, of "Airco." machines 1 to 10 inclusive. The side elevation of D.H. 10A is similar to that of D.H. 10, except that the engines are mounted direct on the bottom plane.

"Flight" Copyright.

Table of weights, etc., and performance of "Airco." machines.

Type of machine.	Engine.		Weight of machine (loaded). lbs.	Fuel capacity (gallons.)		Range (in miles).*	Speed (m.p.h.).			Climb (in mins.) to		Ceiling. ft.	Stalling speed. m.p.h.	Landing speed. m.p.h.	Load/sq.ft. lbs.	Load/h.p. lbs.	Military load. lbs.
	Type.	H.P.		Petrol.	Oil.		6,500	10,000	15,000	10,000	15,000						
D.H. 1A ..	B.	120	2,400				89†			12'17‡					6.6	20	520
D.H. 2 ..	G.M.	100	1,320				93†			18.5					5.3	13.2	200
D.H. 3 ..	2. B.	120	5,776			700	95†			32.8§					9.2	24	680
D.H. 4 ..	B.H.P.	200	3,246	66	5	600	113.5	111	104	17.5	35.5	19,000	42	52	7.4	16.2	545
D.H. 4 ..	R.A.F. 3A	200	3,340	65.5	4.5	500	120	117.5	110.6	14.2	29.3	19,000	42	52	7.7	16.2	545
D.H. 4 ..	R.-R.	250	3,400	65	4.5	500	117	114	102.5	16.4	36.7	19,000	42	52	7.8	13.6	545
D.H. 4 ..	R.-R.	370	3,472	66	5.5	500	136.5	133.5	126	9	16.6	23,500	42	52	8	9.4	545
D.H. 5 ..	Le Rh.	110	1,492	26	4	200	105	102	89	12.4	27.5	17,000		50	7	13.6	260
D.H. 6 ..	R.A.F. or Curtiss	90	2,000	25	4	300	70							30	4.58	22.2	
D.H. 9 ..	B.H.P.	230	3,300	71	12	560	116	111½	101	17.9	35	19,000	42	50	7.6	14.3	545
D.H. 9 ..	Lion	420	3,725	71½	6½			140	135	8.17	14.6	25,300			8.5	8.8	545
D.H. 9A ..	L.	400	4,220	107	15	650	129	120	114	11.8	22.8	21,000	45	55	8.6	10.5	545
D.H. 10A ..	2L.	400	8,500	215	24	650	134	124	117	11	20.5	20,000	45	55	10	10.6	1,000

B = Beardmore. G.M. = Gnome monosoupape. R.-R. = Rolls-Royce. Le Rh. = Le Rhone. L = Liberty.
* At full speed. † At ground level. ‡ To 6,000 ft. § To 8,000 ft.

Table of dimensions of "Airco" machines.

Type of machine.	Length o.a.	Wing span.		Wing chord.		Wing area.*			Incidence.		Gap.	Stagger.	Sweepback.	Dihedral.		Aileron area.	Area.			Area.		
		Top.	Bot.	Top.	Bot.	Top.	Bot.	Total.	Top.	Bot.				Top.	Bot.		Tail-plane.	Elevators.	Total.	Fin.	Rudder.	Total.
	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	square feet.			°	°	ft. in.	ft. in.	°	°	°	sq. ft.	square feet.			square feet.		
D.H. 1	29 0	41 0	41 0	5 9	5 9	187.0	175.25	362.25	5.5	5.5	5 10 1/2	0 0	0	3	3	64.0	37.5	23.0	60.5	3.7	15.4	19.1
D.H. 1A	29 0	41 0	41 0	5 9	5 9	187.0	175.25	362.25	5.5	5.5	5 10 1/2	0 0	0	3	3	64.0	37.5	23.0	60.5	3.7	15.4	19.1
D.H. 2	25 2 1/2	28 3	28 3	4 9	4 9	128.0	121.0	249.0	3.0	3.0	4 9	0 0	0	4.0	4.0	56.0	20.6	13.5	34.1	2.7	11.0	13.7
D.H. 3	36 9	60 3	60 3	6 9	6 9	323.0	302.0	625.0	5.0	5.0	7 6	0 0	0	4.0	4.0	102.0	76.0	50.0	126.0	10.0	21.3	31.3
D.H. 4†	30 0	42 4 1/2	42 4 1/2	5 6	5 6	223.0	211.0	434.0	3.0	3.0	5 6	1 0	0	3.0	3.0	82.0	38.0	24.0	62.0	5.4	13.7	19.1
D.H. 5	22 0	25 8	25 8	4 6	4 6	111.2	100.9	212.1	2.0	2.0	4 9	2 3	0	4.5	4.5	46.4	13.4	12.2	25.6	2.2	6.3	8.5
D.H. 6	27 3 1/2	35 11	35 11	6 4	6 4	224.3	212.0	436.3	4.0	4.0	5 8 1/2	0 0	0	2.0	2.0	76.0	36.0	26.0	62.0	5.5	12.0	17.5
D.H. 9	30 10	42 4 1/2	42 4 1/2	5 6	5 6	223.0	211.0	434.0	3.0	3.0	5 6	1 0	0	3.0	3.0	82.0	38.0	24.0	62.0	5.4	13.7	19.1
D.H. 9A	30 3	45 11 1/2	45 11 1/2	5 9	5 9	249.03	237.70	486.73	3.0	3.0	5 6	1 0	0	3.0	3.0	74.36	38.0	24.0	62.0	5.4	13.7	19.1
D.H. 10‡	38 10 1/2	62 9	62 9	7 0	7 0	427.4	407.4	834.8	7.0	7.0	7 0	0 0	4	4.5	4.5	120.8	71.6	46.0	117.6	10.0	25.75	35.75
D.H. 10	39 7 1/2	65 6	65 6	7 0	7 0	429.2	408.2	837.4	7.0	7.0	7 0	0 0	2 1/2	4.5	4.5	118.0	75.5	33.08	108.58	10.0	25.75	35.75
D.H. 10A	39 7 1/2	65 6	65 6	7 0	7 0	429.2	408.2	837.4	7.0	7.0	7 0	0 0	2 1/2	4.5	4.5	118.0	75.5	33.08	108.58	10.0	25.75	35.75

* Including ailerons.

† All types.

‡ With two 375 h.p. Rolls-Royce Eagle engines.

|| With two 400 h.p. Liberty engines.

slightly unstable for purposes of teaching, but a few slight modifications will turn it into a stable machine. Furthermore, by fitting streamline wires instead of the wing bracing cables, and by cowl-in the engine the maximum speed can be increased to 90 m.p.h. In this form the machine should be very well suited to pleasure flying, especially as it was primarily designed for cheapness of manufacture.

The D.H. 7 and D.H. 8

We now come to a short gap in the series of D.H. machines. The next two types, we understand, never got any further than the drawing-board stage, and we have not been able to obtain any particulars of them.

The D.H. 9

The experience gained with the D.H. 4's demonstrated that placing the pilot in between the planes did not tend to give him an ideal position for fighting, and also when bombs had to be carried little space was left in the part of the machine where they could be most suitably placed, i.e., in the neighbourhood of the c.p. These drawbacks were remedied in the D.H. 9, by rearranging the pilot's seat considerably farther aft than it was placed in the D.H. 4, and, of course, readjusting the position of other weights in relation to the wings so as to maintain the longitudinal trim of the machine. The fitting of a vertical engine instead of a Vee enabled the designer to narrow down the front portion of the fuselage considerably, which resulted in a fuselage of beautifully clean lines and with, it may be assumed, a comparatively low resistance. One of the features which has helped to give this machine its clean appearance is the placing of the radiator, not in the nose as in the D.H. 4, but in the floor of the body. In the photograph a portion of the radiator may be seen projecting beyond the bottom of the fuselage. An ingenious feature of this radiator mounting is that the radiator can be moved up or down, thus varying the cooling to any desired extent by blanketing a larger or smaller portion of the cooling surface. For sheer graceful appearance nothing has, in our opinion, ever left the drawing-board of the Airco's distinguished designer, which has equalled the D.H. 9. With the exception of the front portion of the fuselage the main units of the D.H. 9 are similar to those of the D.H. 4. The machine has been extensively used for fighting, reconnaissance, photography, etc., and also by the Independent Air Force for long-distance bombing by day and by night. It was the D.H. 9 which was largely used for the day bombing raids on German towns.

In connection with the D.H. 9 it is of interest to note that

one of these machines fitted with a 420 h.p. Napier "Lion" engine did a speed of 140 m.p.h. at 10,000 ft., which altitude it reached in the extraordinarily short time of 8 min. 10 sec. The same machine furthermore had a ceiling of 29,000 ft., although with a load slightly lighter than the standard.

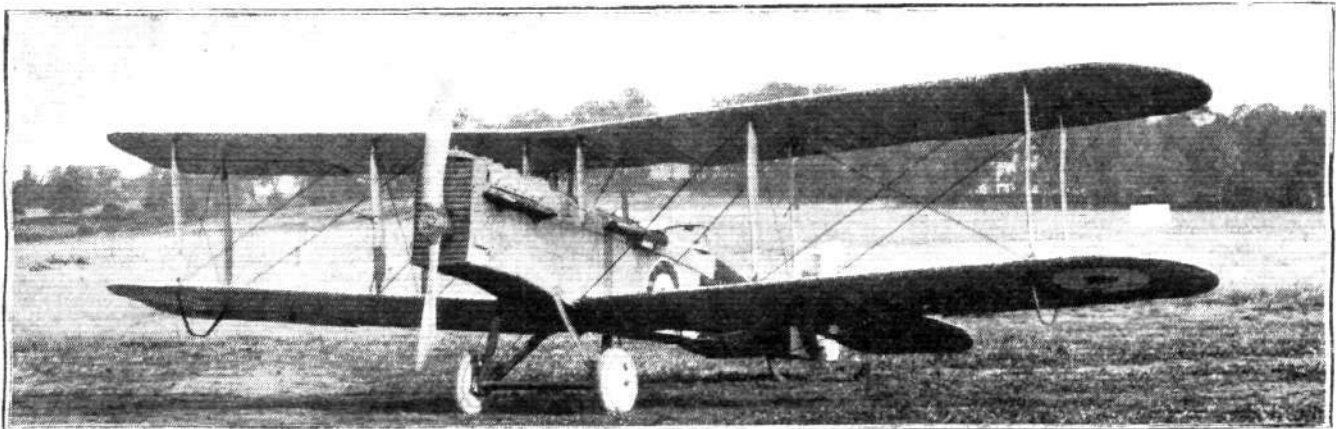
The D.H. 9a

With the insistent demand for better and still better performance the necessity of fitting engines of greater power became urgent, and the D.H. 9a was produced to meet these demands. Except for the front portion of the body it was not greatly different from the D.H. 9. It has, however, a somewhat larger area, so as to obtain the same landing speed for the heavier weight. The object had in mind when designing the D.H. 9a was to provide an improvement on the 9, namely to carry a greater load while maintaining a high performance. Apart from being extremely useful for long-distance reconnaissance, photography and fighting, this machine has been largely used for long-distance day bombing raids. The accompanying table will give a good idea of the manner in which the designer succeeded in attaining his purpose, and it is of interest to mention the following facts in addition: By increasing the military load from 545 lbs. to 945 lbs. the speed at low altitudes is reduced to 125 m.p.h., and at 10,000 ft. to 114 1/2 m.p.h. The climb to 10,000 ft. with this load occupies 15.05 min. and the ceiling is 19,000 ft. The range is reduced to 620 miles. (The reduction in speed is largely due to the fact that the extra load in bombs is carried outside.) By way of showing the weight-carrying capacity of this machine it is of interest to note that it has flown successfully with a military load of 1325 lbs.

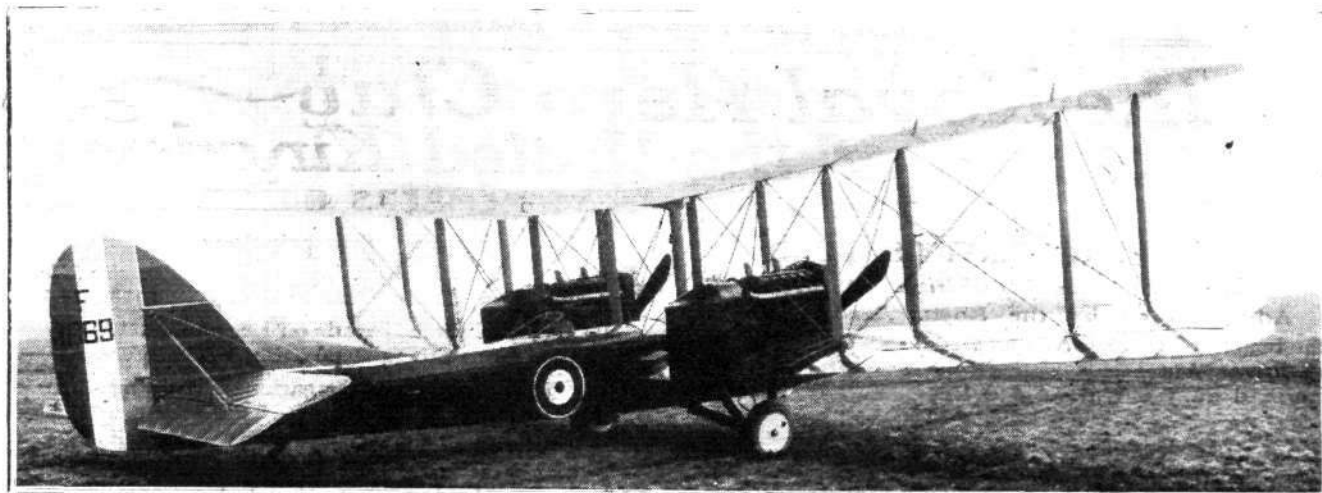
A machine of this type has also been fitted with a 360 h.p. Rolls-Royce engine, and, carrying a military load of 1,745 lbs., reached a ceiling of 16,500 ft. with a speed of 107 1/2 m.p.h. at 10,000 ft. This machine differed from the standard 9a in that its petrol tankage was only 71 gallons, having a larger margin for load. It should also be noted that the above speed was reduced by about 4 m.p.h. owing to the bombs and carriers being put outside.

The D.H. 10 and 10a

The object in designing this machine was to produce a high performance, self-defending, long-distance daylight bomber. The armistice came along before the D.H. 10's were built in great numbers, and so this type has not had the opportunity of proving itself to the same extent on active



The D.H. 9a.—Very similar to D.H. 9, but has a Liberty engine, and the radiator is placed in the nose.



The D.H. 10a.—A twin-engine three-seater tractor, with two Liberty engines of 400 h.p. each. This machine has an extraordinarily good performance. Note its similarity to D.H. 3, except that it is a tractor instead of a pusher.

service as have the other types of D.H.'s. Judging from its performance, however, it is safe to say that it would have proved a formidable antagonist. It will be seen from the table that when carrying three men, 1,000 lbs. of bombs, full military equipment, and sufficient fuel for a flight of 700 miles, the performance is so extraordinarily good as to be superior to any German machine of any type whatsoever. The machine would, therefore, be able to go out over the lines with its tanks full for a long journey and with a heavy load of bombs, and yet be entirely immune from enemy attack by aeroplanes. This may be regarded as an achievement to be proud of in a daylight bomber. The manoeuvrability of the D.H. 10a is as good as is its performance, and one of these machines has been looped by the late Capt. B. C. Hucks.

It should be pointed out that whereas the drawings show

the earlier type—the D.H. 10—the photograph illustrates the D.H. 10a. Practically the only difference, however, is that in the 10 the engines are mounted some distance above the bottom plane, whereas in the 10a they rest direct on the lower plane. Other minor differences will be apparent from the illustrations.

As a post-War machine the D.H. 10a should be capable, with little alteration, of being turned into a very fine machine for the carriage of mails and passengers. For the latter purpose it might be found advisable to increase the width of the body so as to give more room for passengers.

This brings the list of Airco. machines up to date, but we feel sure that it will not be long before Capt. de Havilland furnishes proof of his ability as a designer of machines destined for peaceful pursuits, and that these will be found as efficient in their own sphere as were his war 'planes.

NEARLY SIX MILES HIGH

WORLD'S ALTITUDE RECORD REGAINED BY GREAT BRITAIN.

ONLY ten years ago a prize was offered for the first airman to fly at an altitude of 30 metres; on January 2nd, Capt. Lang, R.A.F., and Lieut. A. W. Blowes, R.A.F., climbed to a height of 30,500 ft.—over $5\frac{3}{4}$ miles high. It may be recalled that the previous world's record was 28,900 ft., made on September 18th, 1918, by Capt. R. W. Schroeder of the U.S.A. Air Service. Capt. Lang with Lieut. Blowes in the observer's seat of the DeH. 9 biplane, with 450 h.p. Napier "Lion" engine, with which the attempt was made, started from the Martlesham experimental aerodrome near Ipswich at 11.30 a.m. A gale of wind was blowing, and for the first 8,000 ft. the machine was tossed about considerably, but afterwards calmer conditions prevailed. The first 10,000 ft. was climbed in 6 mins. 18 secs., while the 20,000-ft. mark was attained in 19 mins. 40 secs. The machine climbed in big, sweeping circles and was taken considerably off her course by the wind, so that when she finished climbing she was about 25 miles out at sea off Yarmouth. The sun was shining brightly, and through the haze Capt. Lang said he could occasionally catch a glimpse of the Thames. Observations were taken at every 1,000 ft. of the atmospheric tempera-

ture, speed of machine, engine revolutions, water temperature, oil temperature, petrol pressure and petrol consumption. At 20,000 ft. there were two mishaps, the cable in the revolution counter breaking, while the vibration fractured one of the pipes to the oxygen supply. Consequent upon the latter, Lieut. Blowes collapsed when he was trying to pass a message explaining the state of affairs to the pilot. Unaware of his companion's condition, Capt. Lang carried on until, at 28,000 ft. he noticed a shortage of oxygen. He then became aware of the state of affairs, but went on to a height of 30,500 ft., when the engine stopped owing to the pumps failing to maintain sufficient pressure in the petrol tank. At 27,000 ft. the machine ran into very bumpy atmosphere and was so tossed about that it became uncontrollable. The first 10,000 ft. of the descent occupied 25 mins., and the observer regained consciousness at 20,000 ft. Both the occupants of the machine suffered from frozen hands and toes, frostbite on face, hands and toes.

It was reported on Monday that Capt. Lang had been placed under "open arrest" for divulging details of his climb.

Conditional Extension of Service of R.A.F. Cadets

It is notified that cadets of the R.A.F. who have been demobilised, and who are at present serving in Class G of the Air Force Reserve, may, if approved, be permitted to extend their service under the same conditions, as regards period of extension and gratuity, as obtains for airmen serving in the regular Air Force.

Any such cadet reservist who is desirous of extending his service should apply in person to the Commanding Officer of the nearest R.A.F. unit, who will arrange for him to be supplied with particulars regarding the conditions of extension, and the necessary application form for completion. After completion the latter form will be forwarded by the O.C. unit to the Officer i/c Records, who, if he approves the extension, will issue instructions to the cadet reservist as regards place and date of rejoining the regular Air Force, and supply him with the necessary railway warrant.

Such cadets can only extend their service as ordinary airmen and not as cadets.

Restrictions on Hydrogen Removed

THE Hydrogen Order of 1918 which stipulated that the manufacture, sale and supply of compressed hydrogen in the United Kingdom should be directed by the Deputy-Controller for Armament Production of the Admiralty, and requiring returns to be made, has now been cancelled.

Home Clubs for R.A.F. and other Service Men

AN appeal has been issued by Sybil, Lady Rhondda, for help in regard to the Home Clubs which are carried on by the Women's Auxiliary Force. Already several Clubs for Cadets and Airmen are open, but more are required, and the Council have set out to raise a fund of £5,000 for the purpose. Each Club costs approximately £700 to start and run for a year. The Force was started in 1915 as a voluntary spare-time organisation for working women and from the beginning its special War Work has been Canteens and Clubs for Service Men; these are run on home-like lines in premises borrowed or rented for the purpose. Donations may be sent to Miss D. Sparshott, 172, Buckingham Palace Road, S.W. 1.

The Royal Aero Club of the United Kingdom

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Total subscriptions received to Dec. 31st, 1918	14,283	0	4
Collected at Church Parade on December 1st, 1918, of No. 1 Stores Depôt, Royal Air Force	3	2	10
South Western Area Recreational Training Association, Headquarters, South Western Area, Royal Air Force, Salisbury (Seventh donation, making a total of £1,008 9s. 5d.) ..	217	15	7
Officers of Headquarters, Royal Air Force, B.E.F.	2	9	0
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Total, January 7th, 1919	14,510	11	9

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THE ROLL OF HONOUR

(When an Officer is seconded from the Army his unit is shown in brackets.)

Published January 1st

Killed

Archibald, Sec. Lieut. W. A. Godfrey, 2nd Lieut. C. H. A.
Booth, Sec. Lieut. S. E.

Died

Herlihy, Lieut. P. J. Sams, Lieut. M. A.

Died of Injuries

Barclay, Capt. F.

Cadets Killed

Evans, D. R. Fox, J. F. Oberhuber, O. E.

Repatriated

Buchanan, Lieut. A. Hancock, Lieut. H. L. W.
Casgrain, Flt. Sub-Lieut. H. R. Hodgson, Lieut. A. G.
Grantham, Lieut. V. M. Williams, Lieut. G. J.
Hamilton, Lieut. G.

Published January 2nd

Killed

Burns, Lieut. T. R. R. Doucet, Lieut. A. C.

Died

Casey, Capt. J. P. N. Helm, Capt. H. P. D.

Repatriated

Hatfield, Capt. A. C. MacLennan, Lieut. J. McM.
Hill, Sec. Lieut. G. A. R. Marsden, Lieut. C.
Hill, Sec. Lieut. S. J. Mercer-Smith, Lieut. V.
Hitchcock, Sec. Lieut. C. G. Mussared, Lieut. W. J.
Howard, Sec. Lieut. G. R. Oakley, Lieut. W. E. B.
Ingram, Sec. Lieut. L. J. W. Percival, Lieut. E.
Jackson, Lieut. W. E. Pugh, Lieut. J. A.
Jennings, Sec. Lieut. J. E. Roberts, Sec. Lieut. E.
Jenyns, Lieut. C. G. Rochester, Sec. Lieut. G. E.
Jones, Lieut. A. D. R. Russell, Sec. Lieut. G. C.
Kilbourne, Lieut. W. H. Shakesby, Sec. Lieut. C. V.
King, Sec. Lieut. F. W. Shell, Lieut. W. H.
Lister, Lieut. B. S. Smith, Lieut. A.
Lovell, Sec. Lieut. C. E. A. Sparks, Sec. Lieut. H. J., M.C.
McCrea, Sec. Lieut. P. C. S.

Published January 3rd

Killed

Marsh, Capt. P. E. G. Simpson, Sec. Lieut. T. B.

Died of Injuries

Wright, Sec. Lieut. S. H.

Repatriated

Andrews, Lieut. J. S. Coghill, Lieut. F. S.
Ashton, Sec. Lieut. K. H. Cross, Lieut. H. L.
Burnham, Lieut. M. E. Cowgill, Sec. Lieut. W. A. F.
Bartlett, Sec. Lieut. C. H. Dugdale, Lieut. J. G.
Bensly, Lieut. E. F. Darby, Sec. Lieut. E.
Birley, Lieut. T. E. H. Doncaster, Sec. Lieut. A. E.
Brown, Sec. Lieut. J. W. Elliott, Sec. Lieut. H.
Black, Lieut. S. McB. Flere, Lieut. C. H.
Cameron, Lieut. D. R. Fulton, Sec. Lieut. J.
Campbell, Sec. Lieut. A. B. D. Finch, Lieut. F. E.

Forsyth, Lieut. A. F.
Gilmour, Capt. S. G.
Gregory, Sec. Lieut. R. J.
Goodchap, Lieut. A. F.

Hampton, Lieut. P. R.
Henderson, Lieut. W. R.
Heyes, Lieut. A. C.
Valentine, Lieut. J.

Published January 4th

Killed

Howett, Sec. Lieut. W. F. Kirby, Sec. Lieut. J. R.

Died

Plenty, Capt. E. P.

Repatriated

Akester, Lieut. J. C. Carpenter, Lieut. F.
Anderson, Lieut. J. D. Carveth, Lieut. W. A.
Austin, Lieut. H. Coombes, Sec. Lieut. E. S.
Baker, Sec. Lieut. F. G. Cox, Sec. Lieut. W.
Beauchamp, Lieut. F. E. Gray, Capt. K. W.
Bell, Sec. Lieut. E. V. A. Malcomson, Sec. Lieut. J. C.
Bingham, Lieut. A. E. Maxwell, Lieut. G. E.
Body, Lieut. G. C. Moore, Lieut. A.
Boe, Sec. Lieut. D. Shook, Lieut. J. K.
Bond, Lieut. F. E. Sieveking, Capt. L. G.
Browne, Lieut. L. L. Smith, Lieut. A. F.
Buckingham, Capt. W. Stringer, Lieut. F. H., D.S.C.
Bullen, Lieut. E. H. Stubbs, Sec. Lieut. H. B.
Burton, Lieut. D. F. Turner, Sec. Lieut. W.
Carlin, Capt. S.

Published January 6th

Killed

Jenner, Sec. Lieut. P. H. Weber, Lieut. V. J., R.A.F.

Died

Patrick, Capt. J. Wright, Lieut. W. (Alta. R.)

Repatriated

Cairns, Sec. Lieut. W. T. S. Monaghan, Lieut. H. B.
Carter, Maj. A. D., D.S.O. (N. Norton, Sec. Lieut. P. C.
Bruns. R.). Pearson, Lieut. B. C.
Currie, Lieut. J. D. Perring, Sec. Lieut. J. H.
Doe, Lieut. J. E. Pretty, Lieut. R. C.
Elvin, Sec. Lieut. A. J. Pryor, Lieut. J. W.
Eveleigh, Sec. Lieut. E. R. Saunders, Lieut. W. J.
Gilmour, Lieut. L. C. (Sask. R.). Senecal, Sec. Lieut. C. H.
Harvey, Lieut. J. B. (Cent. Ont. R.). Shaw, Lieut. G. M. (Cent. Ont. R.
Jones, Lieut. A. V. Sommerfelt, Sec. Lieut. A.
Kellog, Lieut. W. B. Stewart, Lieut. R. J. G.
Kemp, Sec. Lieut. P. Tambling, Lieut. H. G.
Labatt, Sec. Lieut. W. H. E. Timmins, Sec. Lieut. L.
Lewis, Sec. Lieut. H. G. Turner, Sec. Lieut. B. G.
Lloyd, Lieut. C. B. E. Westfield, Lieut. F. J.
Mantle, Sec. Lieut. H. S. Whitfield, Lieut. G. H. P., M.C.
Marsh, Sec. Lieut. G. R. T. Wignall, Sec. Lieut. G.
Marsh, Lieut. R. M. Wood, Lieut. H. H.
Mason, Lieut. H. S. Wood, Lieut. J. C.
McCallum, Capt. A. H. K. (Que. Woodman, Sec. Lieut. K. C. B.
R.). Vick, Lieut. W. W.
Mitten, Sec. Lieut. R. C.



Zeppelins to be Handed Over

ACCORDING to the *Echo de Paris*, British and French experts have agreed that the personnel of the crews navigating the Zeppelins which have to be handed over must bring the dirigibles to France and England on their own responsibility, after proper hangars have been constructed. The

delivery of the vessels will be arranged on similar lines to the handing over of the German warships. A message from Berlin states that a commission of three Allied officers is expected in Berlin to inspect the naval airships at Juterbourg, south-west of Berlin, and at Frederichs-haven.

HONOURS

The following is the continuation of the Honours published in a supplement to the *London Gazette* dated January 1st:—

The King has been pleased to give orders for the following promotions in and appointments to the Order of the Bath, in recognition of services during the War:—

K.C.B. (Civil Division)

William Arthur Robinson, Esq., C.B., Sec. to the Air Ministry.

C.B. (Civil Division)

William Archdale Bland, Esq., Principal Clerk, War Office, lent to Air Ministry as Asst. Financial Sec.

Order of the British Empire.

The King has been pleased to give orders for the following promotions in and appointments to the Most Excellent Order of the British Empire in recognition of valuable services rendered in connection with the War:—

ROYAL AIR FORCE.

C.B.E. (Military Division).

Lieut.-Col. T. D. C. Barry, Lieut.-Col. T. R. Cave-Browne-Cave, Lieut.-Col. (A. Col.) F. H. Cleaver, D.S.O., Lieut.-Col. (A. Brig.-Gen.) C. L. Courtney, D.S.O., Lieut.-Col. F. R. Drake, Hon. Lieut.-Col. R. F. Drury, O.B.E., Maj. (A. Col.) H. C. Ellis, Maj. (Hon. Lieut.-Col.) M. W. Flack, M.B., Lieut.-Col. N. J. Gill, M.C., Lieut.-Col. (A. Col.) J. C. Halahan, Lieut.-Col. C. B. Heald, Lieut.-Col. F. R. G. Hoare, Hon. Lieut. Col. H. E. S. Holt, F.R.G.S., Lieut.-Col. (Hon. Col.) J. M. Home, Lieut.-Col. (A. Brig.-Gen.) J. A. Houson-Crauford, Maj. (A. Lieut.-Col.) Sir N. R. A. D. Leslie, Bt., Lieut.-Col. (A. Col.) A. C. H. Maclean, Maj. (A. Lieut.-Col.) H. A. Moore, M.C., A. Lieut.-Col. F. F. Muecke, M.B., F.C.S., Lieut.-Col. A. Ogilvie, O.B.E., Lieut.-Col. D. Powell, Lieut.-Col. C. R. J. Randall, Col. (A. Bt.-Gen.) J. M. Steel, Lieut.-Col. (A. Col.) R. D. S. Stoney, Lieut.-Col. R. G. Talbot, Lieut.-Col. (A. Br.-Gen.) C. H. Whittington, C.M.G.

O.B.E. (Military Division).

Maj. C. F. Abell, Maj. G. H. Abell, Capt. (A. Maj.) R. Addenbrooke-Prout, M.C., Capt. (A. Maj.) G. C. Anne, Maj. F. C. Atkinson, Maj. H. G. Atkinson, Capt. A. Maj. H. F. Atkinson-Clark, Maj. (A. Lieut.-Col.) H. A. R. Aubrey, M.C., Capt. (A. Maj.) L. Auken, Capt. (A. Maj.) S. R. Axtord, Capt. (A. Maj.) W. E. Aylwin, M.B.E.

Capt. (A. Maj.) L. P. Ball, Capt. (A. Maj.) A. J. W. Barmby, Capt. (A. Maj.) A. S. Barnfield, Maj. (A. Lieut.-Col.) R. J. F. Barton, Capt. (A. Maj.) T. G. Baxenden, Maj. (A. Lieut.-Col.) J. G. Bayes, Maj. V. D. Bell, Lieut.-Col. B. R. W. Beor, Lieut.-Col. E. G. O. Beutler, Maj. H. F. T. Blowey, Lieut.-Col. (A. Col.) I. M. Bonham-Carter, Capt. (A. Maj.) C. H. D. Bonnet, Lieut.-Col. J. B. Bowen, Lieut.-Col. G. R. Bromet, D.S.O., Capt. (A. Maj.) F. G. Brown, Maj. T. Bullen, Capt. (A. Maj.) W. D. Budgen, Capt. (A. Maj.) C. L. Bullock, Capt. (A. Maj.) C. G. Burge, Capt. (A. Maj.) J. W. Burt, Maj. H. A. Buss, D.S.C., Maj. (A. Lieut.-Col.) C. A. J. Butter.

Maj. (A. Lieut.-Col.) D. H. Cameron, Lieut.-Col. E. O. B. Carbery, M.B., Maj. R. D. Carey, Maj. (A. Lieut.-Col.) S. B. E. Carter, Maj. F. F. Chambers, Maj. (A. Lieut.-Col.) R. Cockburn, Maj. (A. Lieut.-Col.) R. B. B. Colmore, Lieut.-Col. (A. Col.) D. G. Conner, Capt. (A. Maj.) R. E. Cook, Maj. I. A. S. Cooke, Maj. J. P. C. Cooper, M.C., Hon. Maj. H. J. Corin, L.D.S., R.C.S., Lieut.-Col. J. W. Cruickshank, Capt. (A. Maj.) H. Cumming, Capt. (A. Maj.) W. J. B. Curtis.

Maj. W. Davies, Maj. F. R. E. Davis, Capt. (A. Maj.) H. B. Denton, Maj. (A. Lieut.-Col.) R. de Sarigny (S.A. Forces), Lieut.-Col. F. R. Drake, Maj. C. S. Duffus, M.C., Lieut.-Col. J. Dunville.

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Maj. C. W. Gamble, M.B.E., Maj. T. R. H. Garrett, A. Maj. W. W. Gibson, M.B.E., Maj. (A. Lieut.-Col.) T. E. Gilmore, Maj. S. J. Goble, D.S.O., D.S.C., Lieut.-Col. N. Goldsmith, Capt. (A. Maj.) C. F. Gordon, M.C., Capt. (A. Maj.) F. J. Gray, Capt. (A. Maj.) the Hon. L. G. W. Guest.

Maj. (A. Lieut.-Col.) A. K. Hall, Capt. (A. Maj.) E. S. Hallford, Capt. (A. Maj.) W. S. Hammond, Maj. (A. Lieut.-Col.) G. D. Hannay, Capt. (A. Lieut.-Col.) J. F. Hawkins, Maj. (A. Lieut.-Col.) R. C. Hayes, Maj. G. Hazelton, Maj. (A. Lieut.-Col.) A. S. Hellawell, Capt. (A. Maj.) R. G. Heyn, Maj. (A. Lieut.-Col.) J. H. Hills, M.B.E., Maj. (A. Lieut.-Col.) R. Hilton-Jones, Capt. (A. Maj.) W. Hodgson, Capt. (A. Maj.) E. Holloway, Maj. E. J. Howard.

Maj. E. Johnston, Maj. J. Jolly.
Maj. (A. Lieut.-Col.) S. S. Kennedy, Maj. C. F. Krabbé, M.B.E., Capt. (A. Maj.) C. B. Krabbé.

Maj. (A. Lieut.-Col.) G. Laing, Capt. (A. Lieut.-Col.) J. A. M. Lang, Lieut.-Col. W. H. Lang, Maj. (A. Lieut.-Col.) H. C. T. Langdon, Maj. F. C. V. Laws, Capt. (A. Maj.) H. R. Lecomber, Lieut.-Col. C. J. L'Estrange-Malone, Capt. (A. Maj.) L. M. Lilley, Capt. (A. Maj.) R. S. Lindsell, Maj. J. W. Lintott, Capt. (A. Maj.) P. N. Logan, Maj. W. D. Long, Capt. (A. Lieut.-Col.) T. E. Longridge, Maj. (A. Lieut.-Col.) F. W. Lucas, Maj. (A. Lieut.-Col.) T. Lyons, M.B.E.

Capt. (A. Maj.) G. B. McClure, Capt. (A. Maj.) S. McClure, Maj. I. R. McCrindle, M.C., Capt. (A. Maj.) C. T. McLaren, Maj. (A. Lieut.-Col.) W. L. Marsh, Capt. (A. Maj.) R. F. Maitland, Maj. (A. Lieut.-Col.) A. R. Martin, Capt. (A. Maj.) T. Martin, Capt. (A. Maj.) R. B. Maycock, Lieut.-Col. A. H. Measures, Maj. C. E. H. Medhurst, M.C., Capt. (A. Lieut.-Col.) E. P. A. Melville, Lieut.-Col. M. D. Methven, Maj. W. C. Michie, Maj. A. J. Miley, M.B.E., Lieut.-Col. R. H. Mornement, Maj. A. S. Morris, Maj. R. J. Mounsey, Maj. C. J. Murrill, Maj. P. M. J. Murrell.

Capt. (A. Maj.) D. G. Nairn, Maj. (A. Lieut.-Col.) S. S. Nevill, Capt. (A. Maj.) N. D. Newall, Capt. (A. Maj.) L. Newman, Maj. H. J. Newton-Clare, Maj. (A. Lieut.-Col.) F. A. G. Noel, Capt. (A. Maj.) J. T. North, Maj. H. R. Northover, M.C., Maj. C. P. Ogden, Maj. B. R. O'Reilly, M.D. (Can. Local Forces).

Capt. (A. Maj.) H. W. M. Paul, M.C., Maj. (A. Lieut.-Col.) G. S. Peacock, Capt. (A. Maj.) J. Pearce, Capt. (A. Maj.) E. C. Perbin, Lieut.-Col. T. B. Phillips (late 13th Hrs., and formerly att'd. Air Board), Maj. (A. Lieut.-Col.) G. D. Pidgeon, Maj. (A. Lieut.-Col.) R. K. Pillers, Maj. W. J. Polyblank, Maj. E. Powell, Lieut.-Col. G. F. Pretymann, D.S.O., Maj. C. E. Prince, M.B.E., Maj. C. W. H. Pulford, Capt. (A. Maj.) F. B. Pulham.

Capt. (A. Maj.) S. C. Raffles, Capt. (A. Lieut.-Col.) W. O. Raikes, M.B.E., Maj. D. Rainford Hannay, Maj. G. M. T. Rees, Capt. (A. Maj.) R. A. Reid, Maj. V. C. Richmond, Maj. T. E. Robertson, Maj. A. A. E. Robinson, Maj. A. C. Robinson, Capt. (A. Maj.) J. Rubie, Maj. (A. Lieut.-Col.) W. J. Ryan, M.B.E.

Lieut.-Col. L. Sadler, Maj. (A. Lieut.-Col.) F. L. Scholte, Lieut.-Col. F. C. Sheldermine, Maj. the Right Hon. Sir J. A. Simon, K.C.V.O., K.C., Capt. (A. Maj.) G. A. Sinclair-Hill, Maj. S. V. Sippe, D.S.O., Maj. (A. Lieut.-Col.) C. G. Smith, Lieut.-Col. (A. Col.) S. E. Smith, Maj. J. T. Spittle, Capt. (A. Maj.) J. F. G. Stammers, Capt. (A. Maj.) E. P. Stapleton, Lieut.-Col. J. Starling, Maj. (A. Lieut.-Col.) E. W. Stedman, Maj. (A. Lieut.-Col.) A. H. S. Steele-

Perkins, Maj. F. H. Stephens (Medical Service), Maj. E. Stokes, Maj. A. Struben (S.A. Eng.), Maj. B. E. Sutton, D.S.O., M.C.

Capt. (A. Maj.) O. V. Thomas, Capt. (A. Maj.) R. W. Thomas, A. Maj. J. E. B. Thornely, Capt. (A. Maj.) F. W. Trott, M.C., Maj. (A. Lieut.-Col.) A. K. Tyffe.

Capt. (A. Maj.) A. H. W. Wall, M.C., Capt. (A. Maj.) V. Ward-Brown, M.C., Maj. F. C. Williams, Maj. (T. Lieut.-Col.) R. Williams, D.S.O. (Aus. F.C.), Capt. (A. Maj.) F. G. Wilson, Maj. (A. Lieut.-Col.) F. A. J. B. Wiseman, Capt. (A. Maj.) M. McK. Wood, Capt. (A. Maj.) G. de L. Wooldridge, Maj. (A. Lieut.-Col.) H. Wyllie, Maj. (A. Lieut.-Col.) A. H. W. E. Wynn, Capt. (A. Maj.) W. G. P. Young.

Women's Royal Air Force.

Asst. Comdt., Class I., Mrs. W. Powell; Asst. Comdt., Class II., Mrs. M. Edwards; Asst. Comdt., Class II., Mrs. M. Moss.

M.B.E. (Military Division).

Lieut. G. P. Achurch, Sec. Lieut. J. L. Adams, D.S.M., Sec. Lieut. (Hon. Capt.) A. D. Allen, Lieut. (A. Capt.) H. G. Anderson, Sec. Lieut. C. Attrill, Sec. Lieut. H. J. Bagge, Capt. E. H. Bellew, Capt. W. O. Bentley, Lieut. (A. Capt.) A. W. Brittain, Capt. W. R. Bruce-Clarke, Sec. Lieut. (Hon. Lieut.) F. C. Butler.

Capt. L. W. Carr, Lieut. (A. Capt.) J. E. Catherall, Lieut. (A. Capt.) J. H. Carleugh, Capt. A. S. Cheshire, Capt. F. Christie, Lieut. J. G. N. Clift, Capt. H. P. S. Clogstoun, Sec. Lieut. W. Cole, Lieut. (A. Capt.) E. E. Colquhoun, Sec. Lieut. (A. Capt.) J. H. Cooke, Capt. H. G. Corby, Capt. W. P. Cort, Capt. R. A. Courtney, Lieut. (A. Capt.) K. A. C. Creswell, Lieut. (A. Capt.) A. A. Denison, M.C., Capt. W. J. Dew, Capt. E. O. Drudge, Lieut. S. H. Ellis.

Capt. S. D. Felkin, Sec. Lieut. J. H. Ferguson, Lieut. (A. Capt.) W. H. Fielding, Sec. Lieut. (A. Capt.) A. E. M. Fortescue, Capt. G. G. R. Fraser, Sec. Lieut. (A. Capt.) R. McG. Freemantle, Sec. Lieut. (A. Capt.) J. H. Furniss.

Capt. H. Gardiner-Hill, Capt. A. B. W. Greenhough, M.C., Capt. A. L. Gregory, M.C.

Capt. A. H. Handman, Capt. A. U. Hanstord, Capt. W. W. Hart, Sec. Lieut. W. E. G. Healey, Sec. Lieut. (A. Capt.) N. Hemsley, Capt. C. G. Hetherington, Lieut. (A. Capt.) A. Hingston, Sec. Lieut. J. W. Hoskings, Lieut. (A. Maj.) P. C. Hoyland, Lieut. E. B. Humphries, M.C., Lieut. (A. Capt.) R. H. Humphreys, Sec. Lieut. J. Hunter.

Lieut. (A. Capt.) F. M. Iredale, Sec. Lieut. (A. Lieut.) M. J. James, Sec. Lieut. T. P. Jones.

Capt. A. Knight, Capt. E. L. Lander, Lieut. A. Lee, Sec. Lieut. B. A. Levey, Sec. Lieut. (A. Capt.) W. Lienard, Lieut. (A. Capt.) W. Lingard, Lieut. (A. Capt.) G. H. H. Lyall, Lieut. (A. Capt.) W. H. Lyall, Lieut. E. Lyne.

Capt. A. P. MacKiligan, Sec. Lieut. R. K. McLean, Sec. Lieut. (A. Lieut.) J. A. McMullen, Capt. J. M. Mitchell, Lieut. E. A. Molyneux, Capt. S. R. Mullahd, Lieut. (A. Maj.) H. J. G. Newman, Capt. T. D. H. Osborn, Lieut. A. R. Owens, Lieut. (A. Capt.) T. A. Peddell, Hon. Capt. G. Ramage, Capt. J. V. Read, Capt. C. S. Richardson, Lieut. (A. Maj.) J. S. Ruttle.

Capt. F. W. Scarff, Capt. W. A. Scoble, Lieut. J. B. Sharples, Sec. Lieut. J. H. Slater, Capt. A. G. Smith, M.C., Lieut. (A. Capt.) C. H. Smith, Capt. H. J. C. Smith, Capt. R. Stephenson-Peach, Capt. R. L. Stevenson, Sec. Lieut. G. J. Stroud, Lieut. J. H. R. Sutherland (Can. Inf.).

Lieut. (A. Capt.) H. P. Tate, Capt. T. W. Tattersall, Sec. Lieut. C. S. Thompson, Sec. Lieut. G. A. Thompson, Capt. H. Tilley, Lieut. (A. Capt.) S. A. Turner, Capt. J. H. Tyler.

Capt. D. F. Upjohn, Lieut. (A. Capt.) A. E. Verpillieux.

Capt. R. B. Waite, Capt. J. P. Walker, Capt. J. C. Watson, Capt. W. T. Webby, Lieut. H. G. Welsford, Capt. R. Whitaker, Sec. Lieut. J. C. White, Sec. Lieut. T. Willis, Lieut. A. T. E. Witt, Lieut. C. H. Witty, Lieut. C. H. Young.

Women's Royal Air Force.

Adminstr. Miss M. T. Talbot; Asst. Adminstr. Miss M. A. Thompson; Act. Asst. Comdt. Mrs. O. E. Tibbits; Supt. Mrs. C. B. Gething (Woking).

Promotions and Awards.

Air Ministry, January 1st.

The King has been pleased to approve of the following rewards to officers and other ranks of the R.A.F., in recognition of distinguished service:—

Promoted to Substantive Colonel.

Lieut.-Col. (A. Br.-Gen.) H. P. Smyth-Osbourne, Lieut.-Col. (A. Br.-Gen.) B. C. H. Drew, C.M.G., Lieut.-Col. (A. Col.) F. C. Halahan, D.S.O., M.V.O., Lieut.-Col. (A. Br.-Gen.) A. Huggins, C.M.G., D.S.O., Lieut.-Col. (A. Br.-Gen.) P. R. C. Groves, D.S.O., Lieut.-Col. (A. Col.) L. F. Blandy, D.S.O.; Jan. 1st, 1919.

Promoted to Substantive Lieutenant-Colonel.

Maj. (A. Lieut.-Col.) C. P. Rooke, Maj. P. S. Rooke, Maj. G. Hilton, D.C.M., Maj. (A. Lieut.-Col.) J. T. C. Moore-Brabazon, Maj. (A. Lieut.-Col.) J. Mead, M.C., Maj. (A. Lieut.-Col.) R. C. M. Pink; Jan. 1st, 1919.

Promoted to Substantive Major.

Capt. (A. Lieut.-Col.) N. G. Darnell, Capt. (A. Lieut.-Col.) F. G. D. Hards, D.S.C., D.F.C., Capt. (A. Lieut.-Col.) E. R. L. Corbally, D.S.C., Capt. (A. Maj.) G. R. Newton, Capt. A. R. Boyle, M.C., Capt. (A. Maj.) G. W. Williamson, M.C., Capt. (Hon. and A. Maj.) H. A. Michell, Capt. (Hon. Maj.) H. F. Wood, Capt. (A. Maj.) W. Thomas, M.C., Capt. (A. Maj.) S. H. Cleall, Capt. A. J. Butler, M.C., Capt. T. H. Vitty, Capt. (A. Lieut.-Col.) F. S. Isaac, Capt. F. W. Scarff, M.B.E., Capt. (A. Maj.) J. Weston, Capt. (Hon. Maj.) A. B. Ennis; Jan. 1st, 1919.

Promoted to Substantive Captain.

Lieut. (A. Capt.) D. L. Abbott, Sec. Lieut. (Hon. Lieut.) S. H. Alston, Lieut. F. E. Bishop, Lieut. D. G. Bourne, Lieut. (A. Capt.) H. R. Brutey, Lieut. (A. Capt.) B. E. Catchpole, M.C., D.F.C., Lieut. (A. Capt.) D. Colyer, D.F.C., Lieut. (Hon. Maj.) C. A. Cutbill, Sec. Lieut. (A. Lieut.) J. R. Derouet, Lieut. (A. Capt.) H. G. Etheridge, Lieut. (A. Capt.) G. G. Fairbairn, Lieut. (A. Capt.) A. Ferris, Hon. L. C. M. Hennell, Lieut. J. Hutton, Lieut. (A. Capt.) H. Lawson, M.B.E., Lieut. Sir C. C. Mausel, Bt., Lieut. M. A. J. Orde, Lieut. (A. Capt.) F. J. H. Palmer, Lieut. (A. Maj.) K. R. Park, Lieut. A. H. Peake-Jones, Lieut. R. W. Reeve, D.F.C., Lieut. (A. Capt.) N. F. W. Rockey, Lieut. (A. Capt.) F. G. S. Williams, Lieut. (A. Capt.) G. E. Wilson; Jan. 1st.

Promoted to Substantive Lieutenant.

Sec. Lieut. G. F. Allison, Sec. Lieut. (Hon. Lieut.) H. M. Ayres, Sec. Lieut. L. D. Brown, Sec. Lieut. C. F. Bulmer, Sec. Lieut. G. H. Carbutt, Sec. Lieut. A. E. W. Finch, Sec. Lieut. (Hon. Lieut.) C. H. Higson, Sec. Lieut. T. C. Penna, Sec. Lieut. J. Rodger, Sec. Lieut. (Hon. Lieut.) E. A. Roberts, Sec. Lieut. R. J. Shanks, Sec. Lieut. S. V. Towers, Sec. Lieut. J. T. Vernon.

The Distinguished Service Order.

Maj. (A. Lieut.-Col.) J. A. Cunningham, D.F.C.; Capt. (A. Maj.) F. J. E. Feeney, Lieut.-Col. F. E. T. Hewlett, O.B.E., Capt. (A. Maj.) A. F. F. Jacob, Lieut.-Col. (A. Col.) A. M. Longmore, Maj. T. L. Mallory, Lieut.-Col. H. M. Meyler, M.C., Col. (A. Br.-Gen.) D. Le G. Pitcher, C.M.G., Maj. G. R. MacF. Reid, M.C., Lieut.-Col. H. A. V. Ryneveld, M.C.

Bar to the D.F.C.

Capt. (A. Maj.) K. L. Caldwell, M.C., D.F.C., Lieut. (A. Capt.) R. Halley, D.F.C., Lieut. (A. Capt.) T. W. Nash, D.F.C.

Distinguished Flying Cross.

Lieut. W. M. Ackery, Lieut. A. P. Adams, Lieut. D. Alliban, Lieut. (A.) apt. T. C. Annan, Maj. A. R. Arnold, D.S.C., Lieut. E. E. Arnold.

Maj. F. C. Baker, A.F.C., Lieut. L. W. Baker, Capt. S. E. Ball, Capt. D. M. Ballantyne, Lieut. A. F. Bartlett, Lieut. F. G. Bayley, Capt. R. M. Bayley, Lieut. J. A. Beeny, Lieut. B. J. E. Belcher, Lieut. W. Bentley, Capt. G. W. Biles, A. Capt. T. G. G. Bolsho, M.C., Lieut. (A. Capt.) K. Bolton, Lieut. J. Boyd, Lieut. N. L. Brockbank, Lieut. (A. Capt.) R. F. Browne, Lieut. W. E. Bryan, Lieut. W. J. Buchanan.

Lieut.-Col. H. M. Cave-Browne-Cave, D.S.O., Lieut. S. J. Chamberlain, Capt. C. J. Clayton, Lieut. L. J. Collier, Lieut. (A. Capt.) H. M. Coombs, Capt. E. B. Cowell.

Capt. R. E. Darnton, Lieut. R. E. L. Davies, Lieut. (A. Capt.) H. G. Davis, Maj. C. H. Dixon, M.C., Capt. (A. Maj.) K. T. Dowding.

Lieut. J. Ellingham, Lieut. S. S. Flook, Capt. W. F. N. Forrest, Lieut. L. R. Fox, Lieut. E. J. Furlong.

Lieut. A. S. Girling, Lieut. T. C. Gordon, Lieut. (A. Capt.) A. G. Goulding, M.C. (Can. Local Forces), Capt. (A. Maj.) R. Grahame, D.S.O., D.S.C., Lieut. C. B. Green (Can. Local Forces), Lieut. J. D. Guild.

Capt. F. N. Halstead, Lieut. (A. Capt.) E. McN. Hand, Sec. Lieut. (Hon. Capt.) F. J. Haney, M.C., Capt. H. I. Hammer, Lieut. N. R. Harben, Capt. E. P. Hardman, Sec. Lieut. G. H. A. Hart, Lieut. P. Haworth, Lieut. (A. Capt.) H. Hillier, Capt. W. G. R. Hitchcliffe, Lieut. J. Hodgson, Lieut. G. W. Holderness, Lieut. (A. Capt.) J. R. Hopkins.

Lieut. (Hon. Capt.) F. T. R. Kempster, Capt. W. R. Kenny, Lieut. (A. Capt.) L. L. King.

Lieut. G. M. Lees, M.C., Lieut. D. F. Leiraik, Capt. (A. Maj.) R. F. S. Leslie, D.S.C., Lieut. (A. Capt.) L. W. Leiper, Lieut. G. A. Lingham.

Sec. Lieut. J. Macdonald (No. 6 Group, Adriatic), Lieut. M. MacEwan, Maj. C. J. Mackay, M.C., Sec. Lieut. D. McDougall, Lieut. E. F. McIlraith, Lieut. F. M. McLennan, Capt. P. H. Mackworth, Lieut. (A. Capt.) H. L. Macro, Capt. B. A. Malet, Lieut. J. L. Mayer, Sec. Lieut. (Hon. Lieut.) W. Miller, Lieut. D. F. Murray.

Lieut. J. J. Nicholson, Capt. H. L. Nunn, D.S.C.

Sec. Lieut. O. J. Orr, Sec. Lieut. A. Paget, Lieut. E. W. Pickup, Sec. Lieut. C. P. Primrose, Lieut.-Col. W. H. Primrose.

Maj. J. C. Quinnell, Lieut. W. Ridley (Can. Eng.), Lieut.-Col. E. D. M. Robertson, Lieut. F. V. Robinson (Can. M.R.), Sec. Lieut. (Hon. Lieut.) I. R. L. Ross, Lieut. (A. Capt.) G. H. Russell.

Capt. W. L. Samson, Lieut. (A. Capt.) F. H. St. C. Sargent, Maj. R. E. Saul, Capt. (A. Maj.) C. W. Scott, Capt. R. H. Sharp, Lieut. (A. Capt.) V. D. Siddons, Capt. R. D. Simpson, Capt. L. H. Slatter, D.S.C., Maj. B. E. Smythies, Lieut. R. G. Spence, Sec. Lieut. (A. Capt.) J. H. Spott, Sec. Lieut. H. McD. Starke, Capt. C. H. Stokes, Lieut. (A. Capt.) E. C. R. Stoneman, Lieut. S. C. Stafford.

Lieut. H. W. Tait, Capt. (A. Maj.) G. M. Thomas, Lieut. W. M. Thomas, Lieut. T. W. G. Thompson, Capt. T. G. Thornton, M.C., Sec. Lieut. G. B. Treadwell.

Lieut. (A. Capt.) F. C. Vincent, Lieut. C. F. A. Wagstaff, Capt. H. J. Wiser (Can. Inf.), Capt. J. A. Yooge.

The Air Force Cross.

Maj. L. P. Aislewood, M.C., Capt. E. Anthony (Can. Mila.), Capt. (A. Maj.) W. H. S. Aplin, Lieut. (A. Capt.) G. H. Armstrong, Capt. E. D. Atkinson, D.F.C., Capt. J. D. Atkinson, Capt. (A. Maj.) E. A. O. Auldjo-Jamieson.

Maj. (A. Lieut.-Col.) P. Babington, M.C., Sec. Lieut. W. D. H. Baird, Capt. (A. Maj.) B. E. Baker, D.S.O., M.C., Lieut. (A. Capt.) E. G. Bannister, Lieut. (A. Capt.) F. B. Baragar, Capt. F. S. Barnwell, O.B.E., Capt. (A. Lieut.-Col.) S. Bell, Capt. V. A. F. Bellamy, Capt. S. S. Benson, Sec. Lieut. A. O. Binding, Lieut. (A. Capt.) J. W. L. Birkbeck, Capt. A. M. Blake, Capt. A. G. Bond, Lieut. the Hon. A. R. Boyle (36 Balloon Section), Lieut. (A. Capt.) A. Boyle, M.C., Capt. (A. Maj.) N. Brearly, D.S.O., M.C., Lieut. (A. Capt.) G. Bremridge, Lieut. B. S. Brice, Col. (A. Br.-Gen.) H. R. M. Brooke-Popham, D.S.O., Sec. Lieut. R. J. Brotherton (S.A. Forces), Sec. Lieut. L. D. Brown, Capt. H. J. Butler, Lieut.-Col. H. R. Busteed, O.B.E.

Lieut. D. V. Carnegie, Lieut. (A. Capt.) R. S. Carroll, Lieut. M. D. Carver, Lieut. P. R. T. Chamberlayne, Maj. R. A. Chalmers, O.B.E., Lieut. D. A. R. Chapman, Lieut. V. C. Chapman, Lieut. (A. Capt.) H. R. Clarke, Capt. F. Cleary, Capt. J. A. Coats, Capt. (A. Maj.) R. A. Cochrane, Maj. the Hon. R. Coke, Capt. (A. Maj.) J. P. Coleman, Maj. A. O. Cooper, D.S.C., Capt. A. R. Cox.

Capt. A. G. Davis, Capt. R. E. Dean, Lieut. (A. Capt.) D. H. De Burgh, Capt. G. De Havilland, O.B.E., Lieut. E. H. De Heaume, Capt. H. V. Drew, Lieut. C. H. Drew.

Lieut. R. T. Edwards, Capt. (A. Maj.) T. W. Elmhirst, Lieut. (A. Capt.) S. E. Faber, Capt. (A. Maj.) C. O. Fairbairn, Capt. J. S. T. Fall, D.S.C., Lieut.-Col. C. R. Finch-Noyes, D.S.O., Lieut.-Col. J. N. Fletcher, Lieut. (A. Capt.) N. G. Fraser.

Lieut. (A. Capt.) E. D. G. Gailley, M.C., Lieut. H. F. Game, Lieut. (A. Capt.) G. W. Gathergood, Capt. A. H. H. Gilligan, Cap. A. E. Godfrey, M.C., Lieut. J. H. Gotch.

Maj. (A. Lieut.-Col.) D. Harries, Maj. I. H. B. Hartford, Capt. C. S. Hay, Lieut. (A. Capt.) S. Hay, Capt. (A. Maj.) H. Hemming, Maj. S. G. Hodges, M.C., Capt. (A. Maj.) W. T. F. Holland, Maj. (A. Lieut.-Col.) R. J. J. Hope-Vere, Lieut. F. L. Hopps, Lieut. J. L. Horne, Maj. T. O'B. Hubbard, M.C., Lieut. (A. Capt.) F. I. Jacks, Lieut. C. Jackson, Capt. (Hon. Maj.) D. G. Joy (Can. M.R.).

Capt. J. H. Keens, Capt. (A. Maj.) H. S. Kerby, Lieut. R. I. Kirton, Capt. F. M. Knott.

Sec. Lieut. C. V. Lacey, Lieut. T. A. Langford-Sainsbury, Lieut. E. H. Lawford, Capt. J. O. Leach, M.C., Capt. (Hon. Maj.) T. O. H. Lees, Capt. (A. Maj.) I. C. Little, Col. (A. Br.-Gen.) C. A. H. Longcroft, D.S.O., Capt. E. V. Longmotto, Capt. G. L. Lewis.

Capt. J. S. Maitland, Lieut.-Col. F. K. McClean, Capt. C. Y. McDonald, Capt. I. Macdonald, Lieut. I. E. McIntyre, Capt. (A. Maj.) W. G. McMinnies, Lieut. T. Marburg, Capt. P. H. Martin, Capt. T. J. C. Martyn, M.C., Lieut. J. A. R. Mason, Col. (A. Br.-Gen.) E. A. D. Mesterman, C.B.E., Sec. Lieut. T. F. Mathewson, Capt. E. M. Morgan, Lieut. C. M. Mortimer, Sec. Lieut. J. Morton.

Maj. (A. Col.) E. R. C. Nanson, D.S.C., Lieut. (A. Capt.) W. E. Nicholson, Maj. S. E. Parker, M.B.E., Capt. (A. Maj.) C. Patteson, M.C., Lieut.-Col. R. E. C. Peirse, D.S.O., Lieut. G. B. Powell, Sec. Lieut. A. G. Power, Lieut. R. C. Preston, Maj. C. W. H. Pulford.

Capt. (A. Maj.) W. R. Read, M.C., Lieut. L. J. Riordan, Capt. H. A. B. Robb, M.C., Capt. B. K. D. Robertson, Lieut. D. H. Robertson, Capt. W. Roche-Kelly.

Lieut.-Col. (A. Col.) C. R. Samson, D.S.O., Capt. R. H. M. S. Saundby, M.C., Lieut.-Col. A. J. L. Scott, M.C., Maj. G. H. Scott, Maj. J. S. Scott, M.C., Capt. (A. Maj.) W. T. F. Holland, Maj. (A. Lieut.-Col.) R. J. J. Hope-Vere, Lieut. F. L. Hopps, Lieut. J. L. Horne, Maj. T. O'B. Hubbard, M.C., Lieut. (A. Capt.) F. I. Jacks, Lieut. C. Jackson, Capt. (Hon. Maj.) D. G. Joy (Can. M.R.).

M.C., Maj. W. Sowrey, Capt. A. Sparrow, Sec. Lieut. C. D. Stephenson, Lieut. J. C. Stockman, Capt. C. H. Stocks, Capt. R. S. Sugden, Capt. J. A. Sully (Alberta R.).

Lieut. E. Tasker, Maj. G. S. Trewin, Capt. (A. Maj.) C. J. Truran, Capt. G. M. Turnbull, Capt. (A. Maj.) H. A. Tweedie.

Lieut. H. R. H. Ward, Capt. S. R. Watkins, Lieut. F. V. Way, Lieut. R. M. Whitmore, Capt. L. Whitworth, Capt. P. Wickens, Capt. J. N. Wilson, Maj. J. P. Wilson, D.S.C., Capt. (A. Maj.) B. C. Windeler, Lieut. (A. Capt.) A. O. K. Wright, Lieut. (A. Capt.) J. A. S. Wright, Capt. W. A. Wright, Lieut. A. M. Wray, M.C.

Lieut. H. C. Young (Can. M.G. Corps).

NOTE.—A further List of Awards of the Air Force Cross and Air Force Medal will be published at an early date.

The Royal Red Cross.

1st Class.

Mrs. L. O'L. Doughty-Wylie, M.B.E., Matron, Limenaria Hosp., Thasos.

2nd Class.

Miss M. Rutherford-Hams, Nursing Sister, R.A.F. Hosp., Vendome; Miss E. Sandford, M.B.E., Asst. Matron, Limenaria Hosp., Thasos.

The Distinguished Flying Medal.

J/3083 Sgt. Mech. (Obs.) S. E. Allatson (Southend-on-Sea); 127633 Sgt. Mech. R. Allen (Fochabers); 216697 Sgt. Mech. (Obs.) C. G. T. Bishop (Wimbleton); 212506 Cpl. Mech. (E.) R. Brock (Ontario, Can.); 210951 Sgt. Mech. (Obs.) E. C. Carpenter (King's Lynn); 216346 Sgt. Mech. (Obs.) R. C. Chapman (Manor Park, E.); P/39380 Sgt. Mech. C. W. Cooke (E. Lancs. R., attd. R.A.F.); 227042 A.M.2 W. Edwards (Boston Spa); 232634 A.M.3 W. K. Foster (West Hampstead, N.W.); 215955 (formerly R.N.15955) Sgt. E. Hoare (Acton Vale); 107715 Sgt. Mech. T. Hooton (Cardiff); 217040 Sgt. Mech. (Obs.) W. H. Hoskin (Fulham, S.W.); 213517 A.M.2 W. O. Hughes (Anglesey); 240901 A.M.3 A. S. Jones (Levenshulme); 207605 Sgt. Mech. (Obs.) G. S. Keen (High Wycombe); 6660 A.M.1 (A. Cpl. Mech.) C. W. Lamb (Wolverhampton); 234940 A.M.3 A. Lindsay (Millingavie); 234374 Sgt. Mech. (Obs.) E. G. Maund (Ilford); 12021 Sgt. Mech. J. H. Matthews (Cardiff); 205670 A.M.1 R. A. Miller (Batham, S.W.); 238686 Sgt. Mech. M. F. G. Mill (Poplar); 220266 Sgt. Mech. E. O. Norris (Cheltenham); 33443 Sgt. Mech. P. G. Phillips (East Ham); 237756 Sgt. Mech. C. J. Shannon (Stamford Hill, N.); 26297 Sgt. Mech. E. G. Stevens (Lancs. Fus., attd. R.A.F.); 12380 Cpl. F. P. Thomas (Sandown, I. of W.); 216285 Sgt. Mech. F. L. C. Thornton (Blandford); 208951 Cpl. Mech. (Eng.) A. E. Tucker (Watford); 22466 Cpl. F. T. Wallace (Canning Town, E.); 207316 Sgt. Mech. (Obs.) W. E. D. Wardrop (Fulham); 11930 Sgt. Mech. V. G. Warnock (Kidderminster).

The Air Force Medal.

204181 Cpl. Mech. E. Bearden (Brooklyn); 220547 A.M.2 (W.T.) W. H. Brown (Croydon); 23473 Ch. Mech. A. E. Close (Glasgow); 11479 Sgt. Mech. (Pilot) S. R. Cole (Chesham Bois); 290 Ch. Mech. C. J. Cox (York); 202403 A.M.1 H. F. Crespin (Felixstowe); J/4471 Ch. Mech. A. E. Easterbrook (Portsmouth); 235044 Ch. Mech. G. W. Hunt (Peterhead); K2075 Ch. Mech. J. W. Long (Gosport); 202272 Ch. Mech. H. W. Newell (Good-maves); 1536 Sgt. Mech. W. F. Pail (Bittou, Glouce.); 208381 Cpl. Mech. J. M. Quail, D.S.M. (Clontarf, Dublin); 1018 Sgt. Mech. W. Rogers (Vaux-hall); 213632 A.M.1 S. L. Starr (Richmond, Surrey).

The Meritorious Service Medal.

209211 Ch. Mech. J. B. Abbott (Chiswick, W.); 402559 Sgt. Clk. D. C. Adams (Perth); 20717 Ch. Mech. E. A. Adams (Queen's Park, London); 202670 Sgt. Maj. F. A. Adams (Stockport); 3337 A. Mas. Clk. H. C. Adams (Kingswear, S. Devon); 55927 Air Mech.1 J. W. Adamson (S. Shields); 12456 Air Mech.1 C. J. Aiano (Forest Gate, E.); 20219 Ch. Mas. Mech. E. A. Altemand (Wandsworth); 405971 Cpl. Clk. W. J. Annette (S. Beirmundsey); 10156 Sgt. Mech. W. S. Appleton (Colchester); 219066 Sgt. Mech. T. B. Arlette (Lostwithiel); 23802 A. Sgt. W. J. Asker (Holloway, N.).

26317 Sgt.-Maj. J. B. Barnard (Tottenham, N.); 6762 Ch. Mech. E. B. Barnett (Kensington, W.); 18035 Sgt. Mech. E. Battell (Kingsland, N.E.); 217382 Cpl. Obs. E. A. Barber (5 Group, Dover); 16832 Sgt. Mech. J. Barr (Barrhead, N.B.); 14128 Ch. Mech. R. Barritte (Stanley, Durham); 2625 Ch. Mas. Mech. M. J. Bell (Slough); 163249 Pte. 2, P. M. Beveridge (Kirk-liston); 23113 Sgt. J. A. S. Binstead (West Croydon); 14467 Ch. Mech. W. Bissett (Dundee); 8658 Sgt. Clk. R. W. Bool (Pimlico, S.W.); 1936 Ch. Mas. Mech. E. A. Bradbury (Walthamstow, E.); 3848 Ch. Mech. W. Bramble (W. Ealing); 6880 Sgt. Mech. H. V. Brown (Diss); 201653 Cpl. Mech. A. H. Burton (Derby); 204117 A. Ch. Mech. W. S. Burville, D.S.M. (East Cliff).

204479 Ch. Mech. (E) H. Cadman (Birmingham); 234955 Pte. 1, J. D. Campbell (Glasgow); Aus/280 Sgt. J. F. Chalmers (Aus. F.C.) (Egypt); 302298 Sgt. W. R. Charlton (S. Shields); 202496 Ch. Mech. R. J. Cheld (Plymouth); 27782 Cpl. E. Claxton (Earith, Hunts); 206650 Cpl. Mech. (Eng.) A. M. Colledge (Hutton Gdns., S.E.); 211326 Ch. Mas. Mech. E. E. Cleere (Catford, S.E.); 651 Sgt. Mech. F. R. J. Cooper (Bethnal Green, E.); 1484 Ch. Mas. Mech. A. J. Coppelstone (Herne Hill, S.E.); 206666 Cpl. Mech. W. Cowie (Edinburgh); 35256 Sgt. J. Craft (High Wycombe); 5748 Flt. Clk. J. Creek (Stockton-on-Tees); 206385 Sgt. Mech. J. H. Crouch (West-cliffe-on-Sea); 4677 Ch. Mech. A. Cruddace (Ferryhill, Durham).

30035 Sgt. Clk. G. W. Dailey (Rickmansworth); 205483 Cpl. Mech. J. E. Dashwood (Gt. Yarmouth); 206973 Sgt. Mech. E. H. Davey (Brighton); 346300 Ch. Mech. R. J. J. Davey (Pembroke Dock); 26178 Ch. Mas. Mech. D. Davies (Birmingham); 16542 Air Mech. (A. Cpl.) A. T. Dawson (Kenning-ton); 15824 Sgt. Mech. R. E. Deakin (Macclesfield); 2790 A. Sgt.-Maj. W. Denton (Luton); 4769 Ch. Mech. G. Dickinson (Ossett, Yorks); 202298 Sgt. Mech. H. Downham (Chesterford); 7967 Cpl. H. A. Dufferley (Chesham); 202144 Ch. Mech. J. W. Dunk (Wadhurst); 104302 A.M.1 H. Dunn (Wednesbury); 26509 F./Sgt. A. E. Dunster (Camberwell); 403423 Sgt. Clk. F. W. Dutton (Bushey).

209518 Ch. Mech. E. T. Edmunds (Hereford); 214116 F./Clk. S. C. Elliott (Crouch-end); 209564 Ch. Mech. T. W. Evans (Forest Gate, E.).

26302 A.M.1 (A. Cpl. Mech.) S. E. Fiford (Southampton); 2954 Sgt. Mech. E. C. Fittin (Rochdale); 15974 A. Mas. Mech. P. Fraser (Portare, N.B.); 8719 Pte.1 F. W. Friday (Brixton, S.W.); 16226 Cpl. Mech. C. H. Frost (Shepherd's Bush); 19909 Sgt. (A. Sgt.-Maj.) E. Frudd (Milton Mowbray).

4946 Mas. Mech. J. J. Gadd (St. Leonards); 20783 Ch. Mech. E. Gamblin (Surbiton); 12392 A.M.1 H. J. Gibson (Heaton); 11837 Flt. Sgt. W. Gibson (Northern Russia); 8398 Sgt.-Maj. G. Gilman (Lewisham, S.E.); 210 Ch. Mech. T. L. Giddon (Kensal Rise, N.W.); 69886 Clk.1 A. A. G. Gid-smith (Paddington, W.); 233397 Ch. Mech. F. E. Gordon (Southend); 34029 Ch. Mech. C. E. Gosky (Stamford Hill, N.); 5990 A. Ch. Mas. Mech. C. R. Guinea (South Shields); 22108 A.M.1 J. Griffiths (Edgbaston); 2355 Ch. Mas. Mech. S. J. Guthrie (Walthamstow, E.).

Aus/458 A. Ch. Mas. Mech. H. P. Hansen (Egypt) (68th Sqdn.); 1408 Ch. Mas. Mech. R. Harding (Gosport); 24763 Flt. Sgt. J. Harkness (Birm-ingham); Aus/222 Sgt. C. J. Harman (Aus. F.C.) (Egypt); Aus/120 Cpl. (A. Sgt.) D. T. Harper (Aus. F.C.) (Egypt); 6922 Ch. Mech. F. Harris (Liver-pool); 39670 A.M.1 W. Harrison (Settle, Yorks); 7132 Ch. Mech. H. W. Hartwell (Uxbridge); 16910 Sgt. Clk. T. Harvey (Cooreclure, Co. Clare); 48516 Sgt. Mech. R. C. Heathfield (Highgate, N.); 27800 Sgt. Mech. W. Helmsley (Asbby); 6972 A.M.1 J. W. Hemming (Basingstoke); 19486 F./Clk. F. A. Hill (Harrow); 39917 1st A.M. W. O. Hickling (N.W. Area, Glasgow); 69612 A. Cpl. J. R. Higson (Northern Russia); 7690 Ch. Mech.

G. Hodgson (Wharfedale); 17857 Ch. Mech. F. J. Hogberg (Marylebone); 11726 Mus. Mech. H. S. Howard (Newmarket); 23034 Sgt. Clk. P. R. Hutchins (Poplar).

30451 Ch. Mech. H. Irving (Liscard); 152 Mas. Clk. F. James (Barrow-on-Soar); 159 Cn. Mast. Mech. C. Jarvis (Pewsey); 22563 F./Clk. R. H. Jeffs (Mounmouth); 7521 Sgt. Clk. W. A. Jenkins (Pembroke Dock); 9460 Ch. Mech. G. W. Jenner (Fulham); 50485 Cpl. C. P. Johnson (Shrewsbury); 219721 A.M.1 A. A. Jones (Hackney, N.E.); 67961 Sgt. Mech. E. Jones (Sale); 7956 Sgt. F. J. Jones (Margate); 403865 Cpl. Clk. G. E. Keay (Leicester); 97080 A.M.2 J. Kelly (Greenock); 8101 Mas. Mech. J. Kemp (Chingford); 13890 Ch. Mech. A. L. Kerry (Leaington, Oxon.); 42582 Sgt. Maj. W. Kilkenny (Bury); 206958 Cpl. Mech. E. G. Kirby (Leigh-on-Sea).

46256 Ch. Mas. Mech. J. Laithwaite (Southport); 18769 Ch. Mech. P. Lashbrook (Paddington); 12906 Sgt. Maj. C. H. Lawrence (East Ham); 3708 Ch. Mas. Mech. G. Leach (Rugby); 25660 Cpl. (A. Sgt.) P. A. Lester (Brockley, S.E.); 232656 Ch. Mech. J. N. Leigh (Bolton); 2705 Sgt. J. Littlewood (Leeds); 948 Ch. Mech. W. Lodge (Brighton); 2468 Sgt. Mech. F. Lovelace (Henstridge, Som.); 13801 Sgt. Mech. P. J. Lovell (Okehampton); 232048 A.M.1 L. H. Lowe (Walsall).

214065 Sgt. Mech. J. McArthur (Buckhaven); 130637 Clk. 1 F. McCabe (Liverpool); 16961 Sgt. Clk. D. Mackinnon (Isle of Skye); 7662 Ch. Mas. Mech. J. McPherson (Edinburgh); 744 Ch. Mas. Mech. H. MacQueen (Leicester); 211078 Ch. Mech. R. F. Manders (Leyton); 212004 Sgt. Clk. R. J. Marfleet (Birmingham); 1777 Ch. Mas. Mech. S. G. Marsh (Mangerton, Dorset); 252 Ch. Mas. Mech. D. Martin, M.M. (Shrewton); 23281 Sgt. Clk. W. E. Mason (East Ham); 3355; F./Clk. W. Mendoza (Clapton, N.); 103623 Sgt. Clk. A. Merrilees (Oxford); 5531 Sgt. Mech. H. B. Midgley (Ossett); 17095 Cpl. Mech. D. D. Miller (Napier, N.Z.); 93922 Cpl. Mech. R. Moffat (Paisley); 404319 A.M.1 M. Moncur (Edinburgh); 5 Sgt. Maj. W. E. Moore (Bournemouth); 125306 A.M. W. Morton (Newcastle); 402558 Sgt. Clk. F. Mowbray (Newcastle-on-Tyne); 7844 Cpl. Mech. D. Muckersie (Perth); 21340 Sgt. Clk. H. L. M. Mulchinock (Palmer's Green); 202099 Ch. Mech. A. C. Murphy (Bow Green, Kent).

1555 Ch. Mas. Mech. J. New (Bloomsbury, W.C.); 270808 Ch. Mech. S. H. Newton (Hull); 25035 Ch. Mech. (A. Mas. Mech.) A. A. Nicod (Walsend); 403594 Ch. Mas. Mech. F. Norton (Lincoln); 5883 Ch. Mech. E. A. Ogburn (61th Naval Wing); 8027 Sgt. Mech. J. L. Ostick (Leeds); 3786 Ch. Mech. C. Ostler (Holbeach).

208333 A.M.1 H. W. Partridge (Gillingham); 3745 F./Sgt. W. E. Parkhurst (Newton Abbott); 200566 Ch. Mech. W. H. Parsons (Harrow); 13091 Sgt. Maj. C. H. Perrin (Portsmouth); 20289 Ch. Mech. R. W. Petcl (Scarboro); 17727 Cpl. L. C. Phillips (Nithu, Russia); 204577 Cpl. Mech. H. Phipps (Littlehampton); 201717 Ch. Mech. S. J. Petts (Wimbledon, S.W.); 124957 A.M.3 S. Prince (Liverpool); 134957 F./Clk. G. H. Puffer (Upper Holloway, N.).

24587 Cpl. Clk. D. D. Radcliffe (Ewell); 18786 Sgt. Clk. J. A. Raeburn (Glasgow); 25435 Cpl. Mech. E. F. Rainbert (Brixton, S.W.); 1432 Sgt. Maj. L. N. Reader (Leyton); 17388 Ch. Mech. J. Redpath (Gilmerton); 37666 Cpl. Clk. W. H. Reed (Wimbledon, S.W.); 1744 Ch. Mas. Mech. W. E. Rhoades, A.M. (Blandford); 6565 F./Clk. A. E. Richardson (Norbiton); 405740 A.M.1 R. Ripley (Newcastle-on-Tyne); 8169 F./Sgt. A. Ritson (Portsmouth); 16673 Cpl. Clk. E. C. Roberts (Hampstead); 29172 Ch. Mech. A. A. Robinson (Norton); 14017 Clk. 1 E. C. Robson (West Hartlepool); 25336 Sgt. Mech. D. M. Rose (Glasgow); 403408 Sergt. Maj. F. Rowden (Tiverton); 75824 A. Cpl. H. Rowe (Northern Russia).

3974 Ch. Mas. Mech. F. Schofield (Stalybridge); 16218 Ch. Mech. A. Seabrook (St. Albans); 15400 Ch. Mech. W. J. Sheppard (Northampton); 17664 A. Sgt. F. Shipperbottom (Bolton); 7349 Sgt. Mech. E. G. Simmons (Brighton); 50778 Cpl. Mech. (A. Sgt. Mech.) G. Shore (Rugby); 3408 Ch. Mech. R. Simpson (Cheetham); 13202 Sgt. Mech. T. W. Scaife (Pickering); 3103 Ch. Mech. D. M. Smith (Broughty Ferry); 25045 Ch. Mech. F. B. Smith (Barrow-on-Furness); 68507 Sgt. Mech. W. E. Smith (Binfield Lock); 33816 Cpl. Mech. H. W. Smith (Stamford); 3187 Ch. Mas. Mech. P. Smyth (Galashiels); 753 Ch. Mas. Mech. W. J. Southgate (Highgate, N.); 2435 F./Sgt. C. H. Spry (Houghton-le-Spring); 19281 Cpl. Mech. J. Staffero (Dunfermline); 5200 Cpl. Mech. F. Stansfield (Wakefield); 200329 Ch. Mech. C. D. Stephens (Birmingham); 16422 Sgt. Clk. R. G. Stephenson (Rochdale); 14724 Ch. Mech. A. E. Stone (Woolwich); 212047 A.M.2 H. W. Swire (Nelson, Lancs.); 69337 A.M.1 T. B. Sykes (Luddendenfoot, Yorks).

Aus. 740 Ch. Mas. Mech. A. Taylor (France, 69th Sqdn.); 22857 Sgt. Mech. A. A. Taylor (Notting Hill, N.); 13053 Sgt. Clk. P. N. Taylor (Norwich); 8402 Chief Mech. T. Thompson (London, W.C.); 6929 Ch. Mas. Mech. E. J. Tobin (Oxford); 12021 Sgt. Clk. A. Topp (Farnham); 54353 A.M.3 J. Traquair (Coatbridge); 128 Ch. Mas. Mech. W. G. Turner (Plumstead); 213799 Pte. 1 J. S. Twyford (Camberwell).

8078 Sgt. Clk. F. J. Udell (Ilford); 9258 Pte. 1 F. T. Veale (Bristol).

238435 Ch. Mech. E. Walker (Southsea); 2309 Ch. Mech. J. A. Wallace (Kelsu); 201718 Ch. Mech. G. A. Worboys (Barnet); 14975 Cpl. H. J. Waters (Bow); 211062 Sgt. Mech. C. E. Watkins (Victoria, S.W.); 201364 Flt. Sgt. P. Weavers (Beccles); 201719 Ch. Mech. A. L. Weeks (Cricklewood, N.W.); 204244 Cpl. Mech. G. H. Westcott (Westcliff-on-Sea); 5062 F./Clk. E. J. Westley (Hove); 48483 A.M.1 E. A. C. Weston (London, N.W.); 1362 Cpl. F. G. Weymouth (Devonport); 9401 A. Sgt. Maj. G. R. White (Bristol); 245644 3rd A.M. F. J. White (Salisbury); 2611 Ch. Mas. Mech. J. Whittingham (Galgate); 8926 Ch. Mech. F. Williams (Swansea); 201458 Ch. Mech. R. J. Williams (Didsbury); 203835 Ch. Mech. G. T. Wilton (High Barnet, N.); 50103 A.M.1 W. H. Winchcombe (Swindon); 218967 A. Cpl. F. J. Wise (Watford); 21035 Sgt. Clk. A. R. Wood (Honor Oak Park); 35086 Cpl. Mech. J. T. Wood (Birmingham); 32578 Sgt. Clk. T. Woodcock (Nottingham); 370 Ch. Mas. Mech. E. Woolaway (Berks); 11403 Ch. Mech. T. S. Wootton (Hucknall); 206966 Ch. Mech. G. W. Wortley (Doncaster).

Mentions.

The following officers and other ranks of the Royal Air Force have been mentioned in despatches for distinguished service in war areas:—

Officers.

Maj. V. A. Albrecht, M.C. (I.F., France); Maj. A. R. Arnold, D.S.C. (France).

Lieut. W. Bamber (Mediterranean); Lieut. M. J. Barnard-Smith (Ægean); Capt. G. H. T. Barnes (Coast Patrol); Lieut. (A. Capt.) J. P. Barnes (Coast Patrol); Ensign P. J. Barnes (Capt., SSZ Airship, United States Air Service); Sec. Lieut. A. Buchfield (Coast Patrol); Lieut. E. A. Bastow (I.F., France); Sec. Lieut. H. C. Becker (White Sea); Lieut. (A. Capt.) V. Beecroft (I.F., France); Sec. Lieut. O. Bell (I.F., France); Capt. R. Bell-Bivar (I.F., France); Lieut. D. R. B. Bentley (Mediterranean); Sec. Lieut. A. H. Berry; D.S.M. (Flanders); Capt. (A. Maj.) H. J. T. Berryman (Mediterranean); Lieut. (A. Capt.) R. M. Berthe (Flanders); Lieut. F. R. Bicknell (Ægean); Capt. G. W. Biles (Flanders); Lieut. Col. H. Blackburn, M.C. (France); Lieut. T. G. Blakely (Coast Patrol); Lieut. A. W. Blundell (deceased) (Coast Patrol); Lieut. E. L. Bragg (Mediterranean); Maj. G. F. Brese, D.S.C. (Orkneys); Sec. Lieut. C. H. Bridge (White Sea); Capt. G. F. Browne (Coast Patrol); Lieut. R. S. Bruce (Flanders).

Capt. W. J. Calderwood (Sea Patrol); Lieut. E. Cartwright (I.F., France); Sec. Lieut. (A. Lieut.) B. Cheesman (Flanders); Sec. Lieut. (A. Capt.) C. F.

Chinery (Flanders); Lieut. L. de V. Chisman (Mediterranean); Lieut. C. Chrimes (Mediterranean); Capt. (A. Maj.) J. B. Cole-Hamilton (Coast Patrol); Lieut.-Col. R. H. Collier, D.S.O. (I.F., France); Sec. Lieut. P. Coyle (Flanders); Capt. B. F. Crane (I.F., France); Sec. Lieut. P. Coyle (Flanders); Capt. B. F. Crane (I.F., France); Lieut. S. D. Culley, D.S.O. (Sea Patrol); Lieut. (A. Capt.) W. R. Curtis (Sea Patrol).

Lieut. J. H. Dale (I.F., France); Capt. (A. Maj.) J. de Francia (Mediterranean); Capt. W. F. Dickson, D.S.O. (Sea Patrol); Lieut. B. R. Digby (Coast Patrol); Lieut.-Col. R. C. Donaldson-Hudson, D.S.O. (I.F., France); Maj. N. S. Douglas (Mediterranean); Surg. R.N. W. A. S. Duck (Adriatic); T. Surg. R.N. A. L. Dykes (Adriatic).

Capt. A. S. Elliott, D.S.C. (Coast Patrol); Maj. T. H. England, D.S.C. (Coast Patrol); Maj. (A. Lieut.-Col.) D. C. S. Evill, D.S.C. (Coast Patrol); Capt. (A. Maj.) F. J. E. Ferney (Ægean).

Lieut. (A. Capt.) J. S. A. Ferguson (Coast Patrol); Lieut.-Col. C. R. Finch-Noyes, D.S.O. (Sea Patrol); Lieut. E. C. Finzi (deceased) (Mediterranean); Sec. Lieut. J. H. J. Footman (Flanders); Ensign J. C. Foster (U.S.A. Air Service, attd. R.A.F., Flanders); Maj. (A. Lieut.-Col.) I. Fraser (Coast Patrol); Sec. Lieut. (Hon. Lieut.) A. H. Frater (I.F., France); Lieut. W. S. B. Freer (Flanders); Capt. J. K. Fryer-Smith (White Sea).

Lieut. A. L. Gates, D.F.C. (U.S.A. Air Service, attd. R.A.F., Flanders); Sec. Lieut. C. B. Gibson (Coast Patrol); Lieut. D. K. Glen (Coast Patrol); Lieut.-Col. E. B. Gordon, D.S.O. (N. Fusrs.) (I.F., France); Lieut. H. Gordon (Coast Patrol); Lieut.-Col. (A. Col.) R. Gordon, D.S.O. (Ægean); Sec. Lieut. R. E. H. Gould (Adriatic); Sec. Lieut. J. A. Graham (White Sea); Lieut. S. A. Grant (Ægean); Lieut. W. E. Gray, D.F.C. (Flanders); Lieut. (A. Capt.) J. E. Greene, D.F.C. (killed) (Flanders); 1st Lieut. A. L. Grimme (U.S.A. Air Service, attd. R.A.F., Flanders).

Lieut. F. V. Hall (killed) (Flanders); Lieut. W. Hallitt (I.F., France); Maj. B. H. N. H. Hamilton, D.S.O. (Flanders); Lieut. A. Hanna (Coast Patrol); Lieut. (A. Capt.) A. Hawley (I.F., France); Lieut. C. L. Heater, D.F.C., U.S.A. Air Services (attd. I.F., France); Capt. H. P. D. Helm (I.F., France); Lieut.-Col. F. E. T. Hewlett, O.B.E. (Ægean); Lieut. (A. Capt.) H. S. Holman (Coast Patrol); Sec. Lieut. T. F. Holmes (I.F., France); Sec. Lieut. F. Hopwood (White Sea); Lieut. E. J. B. How (Adriatic); Lieut. S. Hubbell, U.S.A. Air Service (attd. I.F., France); Maj. J. E. Hume, D.S.O. (Comm. Rang.) (I.F., France); Lieut. S. K. F. P. Humphrey (Adriatic); Lieut. G. R. Hurst (Flanders); Lieut. H. R. Hunt (Coast Patrol).

Capt. (A. Lieut.-Col.) D. Iron (Coast Patrol); Lieut. D. S. Ingalls, D.F.C. (U.S.A. Air Service (attached R.A.F., Flanders)).

Sec. Lieut. G. B. James (Mediterranean); Capt. (A. Maj.) A. F. F. Jacob (Ægean); Lieut. F. Jardine (Coast Patrol); Sec. Lieut. (A. Lieut.) J. W. Jean, D.S.M. (I.F., France); Capt. R. E. V. Jelliffe (Coast Patrol); Lieut. W. R. L. Jenkins (Coast Patrol); Sec. Lieut. F. Jezzard (Flanders); Lieut. F. K. Johnson (I.F., France); Capt. (A. Maj.) J. F. Jones, D.S.C. (I.F., France).

Sec. Lieut. H. T. Kempton (Coast Patrol).

Lieut.-Col. J. H. A. Landon, D.S.O. (I.F., France); Ensign N. J. Learned (Capt. U.S.A. Airship SSZ); Lieut. A. C. Lester (Flanders); Lieut. G. S. Lewtas (Flanders); Sec. Lieut. W. J. Ley (I.F., France); Lieut. P. E. Linder (Adriatic); Lieut. S. Lindsay (Mediterranean); Capt. (A. Maj.) G. E. Livock, D.F.C. (Sea Patrol); Lieut.-Col. (A. Col.) A. M. Longmore (Adriatic).

Capt. (A. Maj.) W. R. Mackenzie, D.S.C. (Mediterranean); Sec. Lieut. J. MacLellan (Mediterranean); Capt. J. A. MacNab (White Sea); Lieut. A. J. Mantle (Adriatic); Lieut. (A. Capt.) J. G. Manuel, D.S.C. (Flanders); Capt. T. B. Marson (I.F., France); Sec. Lieut. A. J. Miller (Mediterranean); Lieut. S. K. Modrach, D.F.C., Slavo-British Aviation Corps (N. Russia); Lieut. A. A. Morris (Mediterranean); Capt. C. H. Morrish, D.S.C. (Coast Patrol); Sec. Lieut. H. H. Mortiboy (Coast Patrol); Sec. Lieut. J. A. Munn (Mediterranean); Capt. (A. Maj.) A. Murray (I.F., France).

Sec. Lieut. J. G. Nash (Adriatic); Lieut. J. C. E. Neath (Coast Patrol); Lieut.-Col. (A. Br.-Gen.) C. L. N. Newall (I.F., France); Sec. Lieut. H. Nichols (Mediterranean); Sec. Lieut. J. H. Nickson (Coast Patrol).

Lieut. D. D. O'Flaherty (Mediterranean); Lieut.-Col. D. A. Oliver, D.S.O. (Adriatic); T. Surg. R.N. R. S. Overton (Mediterranean); Lieut. E. R. Owen (Coast Patrol).

Sec. Lieut. A. C. Parnacott (I.F., France); Maj. L. A. Pattinson, M.C., D.F.C. (I.F., France); Capt. (A. Maj.) W. G. Pigott (Mediterranean); Lieut. W. R. Plaskitt (Coast Patrol); Sec. Lieut. R. Perve, D.S.O., Italian F.C. (Adriatic); Capt. (A. Maj.) H. M. Prolyn, D.S.O. (Coast Patrol); Lieut. E. J. Prothero (Coast Patrol); Lieut. W. V. S. Pryor (Adriatic).

Lieut. (Hon. Capt.) (A. Capt.) H. S. Quigley, M.C. (Coast Patrol).

Lieut.-Col. C. E. C. Rabagliati, M.C. (France); Capt. A. C. Reid, A.F.C. (Flanders); Lieut. A. Ross (Mediterranean); Maj. (Hon. Lieut.-Col.) the Hon. V. A. F. V. Russell (I.F., France); Maj. (A. Lieut.-Col.) W. J. Ryan, M.B.E. (I.F., France).

Lieut. I. C. Sanderson (Flanders); Sec. Lieut. H. Saunders (Flanders); Lieut. E. A. Sawyer (Coast Patrol); Capt. (A. Maj.) A. B. Shearer (Mediterranean); Lieut. W. M. Shoosmith (Coast Patrol); Capt. P. B. Silk (Ægean); Lieut. F. D. J. Silwood (Coast Patrol); Capt. G. H. Simpson (White Sea); Lieut.-Col. R. G. D. Small (France); Capt. B. A. Smart, D.S.O. (Sea Patrol); Lieut. R. P. Smilie (Coast Patrol); Sec. Lieut. H. St. J. Smith (Coast Patrol); Lieut. F. Y. Smith (Coast Patrol); Capt. (A. Maj.) R. S. Smith (Orkneys); Maj. B. E. Smythies (France); Lieut. E. G. Spooner (Adriatic); Fleet Surg. R.N. C. E. C. Stanford, D.S.O. (Adriatic); Sec. Lieut. R. L. Stevenson (Coast Patrol); Lieut. L. H. Stewart (White Sea); Lieut. A. P. Stock (Ægean); Maj. D. E. Stodart, D.S.O., D.F.C. (Aden).

Lieut. (A. Capt.) A. D. Taylor (I.F., France); Capt. A. L. Taylor (Adriatic); Capt. H. V. Terry (Coast Patrol); Lieut. G. I. Thorman (Adriatic); Capt. R. R. Thornely, D.S.C. (Coast Patrol); Lieut. U. G. A. Tonge (Flanders); Lieut. J. W. Turner (Coast Patrol).

Lieut. W. J. Umpleby (White Sea).

Capt. C. G. Verner (Flanders); Lieut. F. W. Verry (Coast Patrol).

Sec. Lieut. J. C. Wallace (White Sea); Capt. (A. Maj.) J. Wann (Sea Patrol); Lieut. Hon. Capt. (A. Capt.) N. B. Ward (Coast Patrol); Capt. W. K. F. G. Warneford (Coast Patrol); Maj. (A. Lieut.-Col.) H. E. M. Watkins (Coast Patrol); Capt. (A. Maj.) J. K. Waugh, D.S.C. (Coast Patrol); Lieut. H. C. Welbourn (Coast Patrol); Sec. Lieut. H. J. White (Sea Patrol); Lieut. M. H. Whitelegge (Sea Patrol); Capt. G. E. Wildman-Lushington (Coast Patrol); Capt. E. P. Will, A.F.C. (White Sea); Lieut. H. T. Williams (deceased) (Ægean); Lieut. W. Windrum (Coast Patrol); Lieut. K. G. Withers (Ægean); Capt. N. H. Woodhead, D.S.C. (Coast Patrol); Lieut. B. N. Wright (Coast Patrol); Lieut. G. L. Wright, D.S.M. (White Sea); Sec. Lieut. H. D. Wright (Mediterranean).

Maj. W. H. Yeatman-Biggs (Orkneys).

Warrant Officers, Non-Commissioned Officers and Men.

211277 A.M.3 C. Anderson (Mediterranean); 207214 Sgt. Pilot H. H. R. Alderson (Coast Patrol); 231793 Cpl. Mech. E. F. Alexander (White Sea); 200838 Ch. Mech. W. F. Ames (White Sea); 254136 Pte. 1 A. E. Ash (White Sea); 233095 A.M.3 J. J. Avis (Coast Patrol); 38382 A.M.1 B. Ashley (Coast Patrol); 250374 Pte. 2 J. H. Barrett (Coast Patrol); 207052 Sgt. Mech. F. Barsby (Mediterranean); 6682 F./Clk. T. A. Bates (I.F., France); 216239 A.M.3 W. E. G. Beer (Coast Patrol); 346126 Mas. Mech. L. M. Bird (I.F., France); 240395 Cpl. S. E. Biri (I.F., France); 404262 Cpl. Mech. J. J. Blindell (Coast Patrol); 250407 A.M.1 J. Booth (Coast Patrol);

21352 Ch. Mech. A. E. Bott (I.F., France); 213986 Cpl. Mech. H. C. Bouchier (Coast Patrol); 209511 A.M.1 W. S. Bright (Flanders); 213548 Sgt. Mech. F. H. Brown (I.F., France); 204721 Ch. Mech. S. W. Brown (I.F., France); 219608 A. M.1 O. H. Burley (Flanders); 209066 Sen. Attendant. H. Byers (Flanders); 217677 A.M.2 T. R. Caldwell (I.F., France); 225844 A.M.1 H. H. Camburn (Mediterranean); 2506 Cpl. Mech. S. G. Channell (I.F., France); 403066 F./Clk. W. Chewter (I.F., France); 232259 A.M.3 S. W. Charles (Coast Patrol); 98119 Pte. E. F. Charlton (I.F., France); 235462 Pte.1 J. Clark (Mediterranean); 231825 Sgt. (Obs.) W. Clark (Coast Patrol); 191805 1st Clk. W. Clarke (I.F., France); 204554 Ch. Mech. E. Collier (Flanders); 193487 2nd Clk. W. Connor (I.F., France); 210926 Ch. Mech. C. G. Goughtry (I.F., France); 1800 Cpl. E. C. D. Couteaux, 2nd Aviation Group, French Army (Flanders); R.N.J.26988 A.M.1 D. F. Crosbie (Coast Patrol); 200375 Mas. Mech. E. R. Crook (Mediterranean); 221835 Cpl. Mech. E. G. Croskin (I.F., France).

205198-Ch. Mech. F. K. Daniels (Flanders); 224431 Sgt. Mech. (Obs.) A. L. Davenport (Coast Patrol); 212235 A.M.1 A. Davies (Coast Patrol); 218935 A.M.2 V. Dodd (Coast Patrol); 87985 Cpl. T. H. Domoney (Flanders); 208390 Ch. Mech. (Eng.) J. Donovan (Coast Patrol); 212580 Cpl. W. A. Easeman (Mediterranean); 110042 Cpl. Clk. C. Eccleston (I.F., France); 213086 A.M.1 R. V. Ellis (Flanders); 54267 Sgt. C. R. L. Falcy, D.C.M. (Flanders); K13136 Ch. Mech. J. Fletcher (Mediterranean); 187948 Sgt.-Maj. A. R. Fraser (I.F., France); 406434 A.M.1 C. Funnell (Coast Patrol); 204355 Sgt. Mech. D. C. Gall (Mediterranean); 209676 Cpl. Mech. W. G. J. P. Gardiner (Coast Patrol); 207776 Ch. Mech. G. A. Gibbs (Mediterranean); 202311 Ch. Mech. W. J. Glyde (Mediterranean); 222123 Cpl. S. C. Godfrey (Flanders); 6681 F./Clk. S. C. Goodwin (I.F., France); 204879 Cpl. Mech. O. S. Goulding (Mediterranean); 207901 Sgt. Mech. A. G. Griffiths (Mediterranean); 222627 A.M.3 T. L. Griffiths (Coast Patrol); 204444 Sgt. Mech. H. W. Groombridge (Mediterranean); 206006 Sgt. Mech. (Obs.) T. W. Haddon (Coast Patrol); 205390 Sgt. Mech. G. R. J. Hallam (Coast Patrol); 240139 Cpl. Clk. H. J. Harris (Flanders); 210620 A.M.1 F. R. Heckford (Mediterranean); 200285 Ch. Mech. H. Holgate (I.F., France); 19479 Sgt. Clk. O. G. Hunter (I.F., France); 231562 2nd Clk. H. H. Hurren (I.F., France); 231047 A.M.3 J. H. D. Hutcheson (Coast Patrol); 209652 Sgt. Mech. (Obs.) W. E. Iles (Flanders); 212210 Sgt. Mech. H. Imber (Mediterranean); 215689 A.M.1 H. Jobson (Coast Patrol); 240901 A.M.3 (W.T.) A. S. Jones (Sea Patrol); 6768 Sgt. J. Jones (Coast Patrol); 222304 Sgt. (Obs.) R. S. Joysey (Flanders); 11858 F./Clk. A. Kelly (I.F., France); 202813 C./Mech. S. C. Lay (Mediterranean); 26853 Cpl. Mech. L. Leicester (I.F., France); 234940 A.M.3 (W.T.) A. Lindsay (Sea Patrol); 2061 Sgt. E. Lloyd (Flanders); 20421 Sgt. F. C. Lucas (Flanders); 202634 Ch. Mech. W. G. Luff (Mediterranean); 7800 Cpl. Clk. F. M. Macdonald (Coast Patrol); Master Clerk T. Macdonald (64th Wing, Mediterranean); 228400 A.M.2 W. Macey (Coast Patrol); 217163 Sgt. Clk. C. M. Malley (I.F., France); 207864 Sgt. Mech. R. Mainland (Coast Patrol); 202639 Sgt. Mech. R. Marriott (Mediterranean); 31627 Master-Signal Electrician E. Marsh, U.S.A., Air Service (attd. I.F., France); 217554 Sgt. Mech. A. W. Marshall, A.F.M. (Coast Patrol); 234941 A.M.2 (Obs.) A. J. May (Coast Patrol); 213002 Sgt. Mech. E. C. Mead (I.F., France); 202184 Ch. Mech. J. H. Milson (Flanders); 200742 Cpl. M. Nunn (Coast Patrol); 219055 Sgt. Clk. J. Parry (Flanders); K12513 Cpl. Mech. G. E. Peck (I.F., France); 3602 Sgt. Clk. P. W. Peel (Coast Patrol); 227643 A.M.3 J. H. Phillips (Coast Patrol); 221177 Cpl. H. W. Pierson (Coast Patrol); 209017 Sgt. Mech. F. V. Plumer (Flanders); 202480 Sgt. Mech. G. H. Preece (Flanders); 230481 Sgt. W. Price (Mediterranean); 205635 Cpl. Mech. G. Priter (Coast Patrol); 1946 Sgt. Mach. W. H. Proctor (Coast Patrol).

23586 Cpl. Mech. W. Ratcliffe (I.F., France); 212554 Ch. Mech. R. M. Read (Flanders); 48008 Sgt. Clk. A. Reeve (I.F., France); 217425 Cpl. Mech. W. J. Reeve (Coast Patrol); 222327 A.M.1 W. A. Rich (Coast Patrol); 210382 Ch. Mech. H. Sargeant (Flanders); 234878 A.M.2 L. A. Shepperson (Coast Patrol); 201050 Sgt. Mech. C. Shoothe (Mediterranean); 208275 A.M.1 D. H. Simmonds (Mediterranean); 2 0480 A.M.2 F. Skipper (Coast Patrol); 217505 Sgt. Clk. C. Smith (Flanders); 209510 Sgt. (Obs.) F. Smith (Flanders); 208702 Sgt. Mech. W. Smith (Flanders); 1254 Ch. Mas. Mech. C. H. Spong (I.F., France); 204847 Sgt. Mech. H. T. Stratford (Coast Patrol); 204418 Ch. Mech. G. H. Stratton, A.F.M. (Coast Patrol); 186753 Sgt. Clk. (A. Mas. Clk.) C. Street (I.F., France); J5825 Ch. Mech. E. W. Strudwick (Flanders); 211951 Cpl. E. Sutcliffe (Adriatic); 200082 Ch. Mech. G. W. Sutcliffe (I.F., France); 217434 A.F./Sgt. W. H. Tabberer (Coast Patrol); 209671 Sgt. Mech. O. R. Tanner (Flanders); 216285 Sgt. Mech. (Obs.) F. L. C. Thornton (Adriatic); 204579 Cpl. T. H. Trainor (Flanders); 34956 Sgt. Mech. H. J. Tyler (I.F., France); 205206 Ch. Mech. J. T. Wakefield (Flanders); 212156 Sgt. Mech. J. Weir (Mediterranean); 238447 A.M.3 E. F. Wheeler (Coast Patrol); 201986 Sgt. Mech. (Obs.) T. F. Whittaker (Flanders); 240927 Pte.2 N. G. L. Wilkins (Coast Patrol); 215559 Sgt. (Obs.) R. J. Williams (Flanders); 214049 Sgt. Clk. J. Wolton (Mediterranean); 209257 Sgt. Clk. E. G. Wootton (Mediterranean); 11940 Sgt. E. E. Yardy (Flanders).

War Office, January 1st.

The King has approved of the following rewards in recognition of bravery in the field:—



THE R.A.F. IN PALESTINE

THE important part taken by the Royal Air Force in the victories achieved in Palestine is emphasised in the despatch from General Sir Edmund Allenby, G.C.B., G.C.M.G., Commanding-in-Chief, Egyptian Expeditionary Force, dated October 31st, and published as a supplement to the *London Gazette* on December 30th.

Dealing with preparations for the attack in September Sir Edmund Allenby says:—

"The concentration in the coastal plain was carried out by night, and every precaution was taken to prevent any increased movement becoming apparent to the Turks. Full use of the many groves round Ramleh, Ludd and Jaffa was made to conceal troops during the day. The chief factor in the secrecy maintained must be attributed, however, to the supremacy in the air which had been obtained by the R.A.F. The process of wearing down the enemy's aircraft had been going on all through the summer. During one week in June 100 hostile aeroplanes had crossed our lines. During the last week in August this number had decreased to eighteen. In the next few days a number were shot

ROYAL AIR FORCE.
The Military Cross.
Sec. Lieut. G. W. Cox; Lieut. J. J. Malone (Aust. F. Corps).
The Military Medal.
201149 Actg. Chief Master-Mech. J. G. Miles (Hariesden).

Mentioned in Despatches

The following is the continuation of the names of officers, non-commissioned officers and men mentioned by Field-Marshal Sir Douglas Haig in his despatch dated November 8th. The first part appeared in our last issue:—

Martyn, Maj. C. G. (Mon. R., T.F.), 2nd Aircraft Pk.; Meyler, Lieut. Col. H. M., M.C. (Bord. R.), 2nd Balloon Wing; Moore, Sec. Lieut. (A. Lieut.) J. McD.; Morris, Maj. A. S.; Mosby, Lieut. J. E. G., D.S.O., 4th Sqdn.; Mossop, Lieut. and Hon. Capt. N. R., 47th Balloon Sec.; Moulder, Lieut. (A. Capt.) E. F.; Mountain, Lieut. S. W., 16th Balloon Sec.; Murray, Maj. K. D. P., M.C., 10th Sqdn.; Nevatt, Capt. C. G.; Newton, Lieut. Maj. J.; Owen, Lieut. R. D., 4th Sqdn.; Palmer, Maj. A. F.; Park, Sec. Lieut. and Hon. Lieut. C. M. W., 2nd Res. Lorry Pk.; Paull, Lieut. C. W. T., 31st Balloon Sec.; Payne, Maj. S. J., 5th Aircraft Pk.; Pearce, Capt. (A. Maj.) J.; Pell Ilderton, Lieut. and Hon. Capt. L., H.Q., 1st Bde.; Petch, Lieut. (A. Capt.) F., H.Q., 5th Bde.; Playfair, Lieut. Col. P. H. L., M.C. (R.F.A.), H.Q., 13th Wing; Portal, Maj. (A. Lieut. Col.) C. F. A., D.S.O., M.C. (R.E.), 16th Sqdn.; Prendergast, Lieut. (A. Capt.) d'A. J. (R.F.A.), 18th Balloon Coy.; Pretzman, Maj. E. R. (Som. L.I.), 19th Sqdn.; Price, Maj. S. W., M.C.; Pye Smith, Capt. J. M. (Surr. Yeo., T.F.), 23rd Sqdn.; Quigley, Lieut. (A. Capt.) F. G., D.S.O., M.C., 70th Sqdn.; Read, Capt. J. V.; Reid, Maj. G. R. M., M.C. (A. and S. Highrs.), S.R.; Richards, Sec. Lieut. W. (Lond. R.), 100th Sqdn.; Robeson, Capt. (A. Maj.) V. A. H., M.C., 24th Sqdn.; Rodwell, Maj. J. T., 9th Sqdn.; Ross, Lieut. (A. Capt.) A. J. M.; Row, Lieut. L. C.; Roxby, Lieut.-Col. F. M., O.B.E. (N. Staff. R., S.R.), 5th Balloon Wing; Secker, Lieut. (A. Capt.) J. H.; Simon, Lieut. A. W., 102nd Sqdn.; Sippe, Sec. Lieut. A. H., 84th Sqdn.; Smith, Capt. A.G., M.C. (12th Lrs.); Smith, Lieut. C. T. (North'd Fus.), 35th Balloon Sec.; Stansfield, Lieut. H.; Starling, Lieut. Col. J.; Stevenson, Capt. (A. Maj.) D. F., D.S.O., M.C. (Notts Yeo., T.F.), 4th Sqdn.; Stockdale, Sec. Lieut. and Hon. Capt. H. W., 101st Sqdn.; Stone, Sec. Lieut. L. F. W.; Sutton, Lieut. (A. Capt.) A. W. (Dur. L.I., T.F.), 2nd Bde.; Sutton, Maj. B. E., D.S.O., M.C. (Westmorland and Cumb. Yeo., T.F.), 7th Sqdn.; Thomas, Capt. O. V., 3rd Aircraft Pk.; Thomas, Sec. Lieut. W. V.; Thomson, Lieut. (T. Capt.) G. F., D.S.O., M.C. (Gen. List), 46th Sqdn. (died); Toms, Capt. B. B. (R. War. R., S.R.); Tubbs, Sec. Lieut. (A. Lieut.) C. W. B.; Van Ryneveld, Lieut.-Col. H. A., M.C., 11th Wing; Verpilloux, Lieut. (A. Capt.) A. E., H.Q., 12th Wing; Warner, Sec. Lieut. E. F., 3rd Aircraft Pk.; Western, Lieut. J. G., 15th Wing; Whealey, Capt. A. T., D.S.C., 203rd Sqdn.; Whistler, Capt. A. H., D.S.O., D.F.C. (Dorset R.), 80th Sqdn.; Whitaker, Capt. R. (R. Bde.); Willis, Lieut. E. C., 6th Sqdn.; Wise, Lieut.-Col. P. K., D.S.O. (R. War. R.); Wood, Maj. A. H. O'H., 46th Sqdn. (killed in action); Wood, Lieut. C. C.; Woollett, Capt. H. W., D.S.O., M.C. (Gen. List), 43rd Sqdn.; Wynne Eytton, Capt. R. M., M.C.

Allen, 1674 1st Cl. S.M. W. J., 2nd Sqdn.; Baxter, 15506 Cpl. Mech. F. J., H.Q., 7th Bde.; Beaumont, 16860 Cpl. (A. Sgt.) W. J., 11th Balloon Sec.; Blanchard, 5892 1st Cl. S.M. F. C., 88th Sqdn.; Boucher, 223320 Sgt. Cpl. Clk. G. E.; Bradnick, 15498 Sgt. Mech. L., 20th Sqdn.; Butter, 45210 1st A.M. C. F., 13th Sqdn.; Collins, 16320 Flt. Clk. T.; Davies, 28965 1st A.M. W. J., 12th Wing; Dearden, 6555 Chief Mech. R., 58th Sqdn.; Dewar, 17620 Cpl. Mech. (A. Sergt.) W.; Downer, 385 Chief Master Mech. M., 60th Sqdn.; Drake, 11548 Chief Master Mech. J., 83rd Sqdn.; Edmonds, 17250 1st Cl. Clk. W. E., H.Q., 3rd Bde.; Fraser, 7347 A. Master Mech. T.; Freeman, 17814 Cpl. Mech. H. H., 3rd A. A. Pk.; Grove, 14297 Sgt. Mech. G. H.; Hamlin, 200782 Chief Mech. H. J.; Hooper, 3892 Chief Master Mech. H. I.; Hutchinson, 403061 1st A.M. G. R., 6th Balloon Sec.; Lane, 21034 Cpl. Clk. C. H.; Lawes, 6651 Sgt. Clk. R. V.; Leary, 20854 1st Cl. Clk. (A. Cpl.) J. M.; Lugsdin, 68491 1st Cl. Clk. R. W.; Medler, 4633 Flt. Sergt. W. A., H.Q., 10th (Army) Wing; Miller, 16812 Cpl. Clk. H.; Mitchell, 134913 Pte. 1st Cl. (A. Cpl.) J.; Pearson, 48007 1st Cl. Clk. (A. Cpl. Clk.) T.; Prince, 17279 Cpl. Clk. (A. Sergt. Clk.) A. H., H.Q., 1st Bde.; Pusey, 16446 Sgt. Clk. A. J. B., 9th Bde.; Richards, 49897 Chief Mech. W.; Robins, 3707 Chief Master Mech. F., 58th Sqdn.; Sanders, 69586 2nd Cl. Clk. A. T., H.Q., 3rd Bde.; Shephard, 78194 Cpl. Mech. J.; Shiel, 4236 Chief Mech. T. H., 4th Sqdn.; Smith, 18906 Cpl. Mech. S. A., 35th Balloon Sec.; Spark, 6550 Chief Master Mech. A.; Stevens, 1816 1st A.M. G. P.; Tipler, 1703 Chief Master Mech. F., 6th Sqdn.; Towey, 27040 Chief Mech. W., 20th Balloon Sec.; Tupling, 17811 Sgt. Mech. L. P., 16th Sqdn.; Wardell, 26712, Chief Mech. E. E., 2nd Balloon Sec.; Whitehead, 38605, Sgt. Mech. G.; Wilson, 7480 Cpl. Mech. H., 53rd Sqdn.

Australian Flying Corps.

Blake, Maj. D. V. J., 3rd Sqdn.
Cobby, Lieut. (T. Capt.) A. H., D.S.O., D.F.C., 4th Sqdn.
Knox, Capt. E. G., 3rd Sqdn.
McClaghry, Capt. E. J., D.S.O., D.F.C., 4th Sqdn.
Ross, Capt. R., 3rd Sqdn.

AMERICAN EXPEDITIONARY FORCE. Air Service.

Welch, 1st Lieut. S. C., Sig. Res. Corps, attd. R.A.F.

down, with the result that only four ventured to cross our lines during the period of concentration.

"That the enemy expected an offensive on my part about this date is probable. That he remained in ignorance of my intention to attack in the coastal plain with overwhelming numbers is certain. On the morning of September 10th, when the attack in the coastal plain was launched his dispositions were normal.

"Whilst the concentration in the coastal plain was nearing completion the enemy's railway communications at Deraa were attacked by the R.A.F., and by the Mobile Column of the Arab Army, which, after concentrating at Kasr el Azrak, 50 miles east of Amman, had moved into the Hauran.

"The railway line and station buildings at Deraa were damaged by the R.A.F. on September 16th and 17th. On September 16th the Arab column, which had been joined by the Shalaan sections of the Roalla, Anazeh, and by a number of Druses, attacked the Hejaz Railway, fifteen miles south of Deraa, destroying a bridge and a section of the railway. On the following day the line was attacked both north and

west of Deraa, extensive demolitions being carried out. As the result of these demolitions all though traffic to Palestine ceased, and a considerable quantity of transport, which had been intended for the Hejaz, was diverted to bridge the break in the railway.

"In the early hours of September 19th El Afule and the headquarters of the Turkish VIIth and VIIIth Armies at Nablus and Tulkeram were bombed by the R.A.F. with a view to disorganising their signal communications."

Describing the situation at 11 a.m. on September 19th, General Allenby says:—

"Disorganised bodies of the enemy were now streaming across the plain towards Tul Keram, pursued by the 60th Division and the 5th Australian Light Horse Brigade. Great confusion reigned at Tul Keram. Bodies of troops, guns, motor lorries, and transport of every description were endeavouring to escape along the road leading to Messudie and Nablus. This road, which follows the railway up a narrow valley, was already crowded with troops and transport. The confusion was added to by the persistent attacks of the R.A.F. and Australian F.C., from which there was no escape. Great havoc was caused, and in several places the road was blocked by overturned lorries and vehicles. Later in the evening an Australian regiment, having made a detour, succeeded in reaching a hill four miles east of Tul Keram, overlooking the road. As a result, a large amount of transport and many guns fell into our hands."

In dealing with the determined opposition met with by the Meerut Division when approaching Beit Lid, he points out:—

"Considerable confusion existed, however, behind the enemy's rearguards. All day his transport had been withdrawing. The Messudie-Jenin road was crowded. Its defiles had been bombed continuously by the R.A.F., as had long columns of troops and transport moving on Nablus in order to reach the Beisan road. It is probable that the enemy did not yet realise that my cavalry was already in Afule and Beisan, and had blocked his main lines of retreat."

Again, in dealing with the situation on the evening of September 21st, he says:—

"Since the early hours of the morning great confusion had reigned in the Turkish rear. Camps and hospitals were being hurriedly evacuated; some were in flames. The roads leading north-east and east from Nablus to Beisan and the Jordan Valley were congested with transport and troops. Small parties of troops were moving east along the numerous wadis. The disorganisation which already existed was increased by the repeated attacks of the R.A.F.; in particular, on the closely packed column of transport moving north from Balata to Kh. Ferweh, where a road branches off, along the Wadi Farah, to Jisr ed Damieh. Some of

the transport continued along the road to Beisan, where it fell into the hands of the 4th Cavalry Division. The greater part made for the Jordan along the Wadi Farah. Nine miles from Kh. Ferweh, at Ain Shibleh, a road branches off to the north to Beisan. A mile beyond this point the Wadi Farah passes through a gorge. The head of the column was heavily bombed at this point. The drivers left their vehicles in panic, wagons were overturned, and in a short time the road was completely blocked. Still attacked by the R.A.F., the remainder of the column turned off at Ain Shibleh, and headed for Beisan."

In detailing the operations on September 22nd, Gen. Allenby points out:—

"At 08.00 a column, with transport and guns, 10 miles long, was reported by the R.A.F. to be moving along the Ain Shibleh-Beisan road, its head being 9 miles south of Beisan. . . . The R.A.F. had proceeded to attack the Turkish column, which broke up and abandoned its guns and transport. . . . On one stretch of road, under five miles in length, 87 guns, 55 motor lorries and 842 vehicles were found."

"As a result of the defeat of the VIIth and VIIIth Armies, the position of the IVth Army east of the Jordan was no longer tenable, and by the morning of September 23rd this Army was in full retreat on Es Salt and Amman, pursued by the Australian and New Zealand Mounted Division, and bombed by the R.A.F."

"The enemy retreated northwards along the Hejaz railway and the Pilgrim route in a disorganised state, harassed by the R.A.F. and the Arabs."

"At Rayak, the junction of the broad gauge railway from the north and the metre gauge line to Beirut and to Damascus and the Hejaz, were found on the aerodrome the remains of thirty aeroplanes which had been burnt by the enemy before he retired. Large quantities of stores and rolling stock were captured, most of the latter in a damaged condition."

Concluding his dispatch, Gen. Allenby pays the following tribute to the R.A.F.:—

"Brilliant work has been done by the Palestine Brigade, R.A.F., and the Australian F.C., not only during the actual operations, but in the preceding months. The process of wearing down the enemy's strength in the air had been continuous throughout the summer. Our ascendancy in the air became so marked towards the end of August that only a few of the enemy's aeroplanes were able to fly, with the result that my troops were immune from attacks during the operations, and the whole strength of the Air Forces could be concentrated on the enemy in his retreat."

"Besides taking an active part in the fighting, the Air Forces provided me with full and accurate information as to the enemy's movements."

□ □ □ □ BACK FROM GERMANY

The following R.F.C. officers, who were prisoners of war in Germany, have been released, and have arrived in England. Where an officer was seconded his original unit is shown in brackets:—

Davies, Lieut. H. R. (R.E.).
di Balme, Sec. Lt. Count L. T. B.
Dinnitt, Lieut. E. J.
Fluke, Lt. W. G., D.S.O. (S. Staff. R.).
Galer, Lieut. H. E. (R.F.A.).
Gordon, Lieut. E. G. S.
Grant, Lieut. E. J.
Hicks, Lieut. G. E.
Holman, Lieut. L. (Hussars).
Hillingworth, Lt. F. W. (Sec. Rif.).
Kemp, Lieut. N. H.
Kild, Sec. Lieut. A. L.
Knight, Lieut. N. L.
Lee, Capt. A. (R.W. Kent R.).
Lewis, Sec. Lt. H. M. (Welsh R.).
Lewis, Sec. Lieut. M.
Lins, Sec. Lieut. T. H.
Luxmoore, Capt. F. L.
McKissock, Sec. Lieut. C. W.
Middleton, Lt. A. H. (R. Muns. Fus.).
Petersen, Sec. Lieut. G. G. W.
Powell, Maj. F. J., M.C.
Scarborough, Lieut. F.
Sen, Sec. Lieut. E. S. C.
Sibley, Capt. S. J.
Skinner, Lieut. A. H.
Smith, Sec. Lieut. R. B.
Stewart, Lieut. J. D. M.
Tasker, Sec. Lieut. W. T. B.
Taylor, Sec. Lieut. A. L. T.
Thackrah, Sec. Lieut. N. H.
Thompson, Lieut. A.
Webster, Sec. Lieut. T. M.
Wills, Lieut. S. T. (North'n R.).
Wilmot, Capt. E. P., M.C.
Wooliams, Sec. Lieut. F. H.
Burbury, Lt. A., M.C. (Yorks R.).
Carroll, Lieut. C. E. (R.G.A.).
Casey, Lieut. P. J.
Falkenberg, Sec. Lieut. G. D.
Leach, Lieut. J. M. (Yorks R.).
Pughe-Evans, Sec. Lt. H. (Welsh R.).
Rodger, Lt. K. M. (A. and S. Highrs.).
Ward, Lieut. A. A. (R.G.A.).
Ackers, Lieut. C. H. S.
Adams, Capt. R. G. H. (Midd'n R.).
Adamson, Lieut. C. P.
Alban, Lieut. J. M.
Anderson, Lieut. A. (Conn. Rang.).
Archibald, Lieut. L. M.
Armstrong, Lieut. G. W.
Atkinson, Lieut. T. L.
Ball, Sec. Lieut. A. C. (Sher. For.).
Bartlett, Sec. Lieut. C. H.
Biddington, Lieut. H. V.
Bird, Lieut. A. F. (Norf. R.).
Bird, Lieut. C. B., M.C.
Birks, Lieut. N. A.
Bowers, Lieut. P. T.
Boyd, Lieut. J. (Sec. Rif.).
Briggs, Lieut. S. P. (North'n R.).
Brydone, Lieut. J.
Burrill, Lieut. T. E. (Yeo.).
Burton, Lieut. E. (R.E.).
Cairnes, Capt. D. S. (Rif. Brig.).
Cameron, Lieut. D. R.
Cameron, Lieut. I. D.
Carter, Lieut. R. N.
Cartledge, Lieut. R. A.
Count, Lieut. H. V.
Clark, Lieut. F. S.
Clarke, Lieut. A. F. G.
Cowan, Lieut. R. H.
Crammond, Lieut. G. R. (Lanc. Fus.).
Crane, Lieut. C. G.
Crawford, Lieut. O. G. S.
Cribb, Lieut. A. G.
Crole, Capt. G. B., M.
Crosbee, Lieut. C. H.
Cudmore, Lieut. E. O.

Cullen, Lieut. W. D. (E. Surr. R.).
Currie, Lieut. J. D. (High. L.J.).
Davies, Lieut. H. D.
Davies, Lieut. H. E.
De Selincourt, Capt. A.
Diamond, Lieut. W. E. De B.
Dogherty, Lieut. F. W.
Dougall, Lieut. H. F.
Doyle, Lieut. D. C.
Duke, Lieut. R. E.
Durkin, Sec. Lieut. F. V. (Worc. R.).
Eason, Lieut. A. T.
Edwards, Lieut. E. L. (Welsh R.).
Elphinstone, Lieut. C.
English, Lieut. W.
Fenton, Lieut. C. B.
Ferguson, Lieut. J. A. A.
Flere, Lieut. C. H.
Foster, Lieut. P. La T.
French, Lieut. G. S. (Camb. R.).
Fulton, Lieut. E. P.
Garratt, Lieut. J. C.
Gilbert, Lieut. F. C.
Goodbehere, Sec. Lieut. P. (Manch. R.).
Goodchap, Lieut. A. F. (Glouc. R.).
Goode, Lieut. R. J. E. P.
Gray, Lieut. C. D. G.
Gray, Lieut. W. M. R.
Greenslade, Lieut. R. S.
Grierson, Sec. Lieut. C. D. (Yeo.).
Hair, Capt. N. B.
Hall, Sec. Lieut. W. E. (Lond. E.).
Hallam, Lieut. H. A. (York. and Lanc. R.).
Harker, Lieut. G. T.
Hawkins, Capt. H. R.
Hedley, Capt. J. H.
Helder, Lieut. L. H.
Hempel, Lieut. A. E.
Hewson, Lieut. F. A. A.
Hill, Lieut. A. B.

Hill, Lieut. C. W.
Hill, Lieut. R. I. V. (Welsh R.).
Holmes, Lieut. C. W. D.
Hopkins, Lieut. G. M.
Howes, Lieut. W. H.
Huggard, Lieut. J. C.
Hunt, Lieut. K. F.
Insell, Lieut. F. N.
Ivamy, Lieut. W. G.
Jackson, Lieut. G. G.
Jay, Lieut. T. W.
Jeff, Lieut. R. N. W.
Johns, Lieut. T. M.
Kendall, Lieut. S.
Kennedy, Lieut. C. J.
Kent, Sec. Lieut. T. J.
Kirkman, Capt. K. R., M.C.
Knowlden, Lieut. W. E. (Bord. R.).
Knowles, Capt. M. B. (Lond. R.).
Lawson, Lieut. J. H. (R. Scots.).
Lawton, Lieut. J. B.
Lee, Lieut. E. B.
Lefevre, Lieut. F. E., M.C. (Lanc. R.).
Leggatt, Lieut. C. W.
Lister, Lieut. B. S.
McEntee, Lieut. G. O. (R. Fus.).
McGown, Lieut. J. C. (Yeo.).
McNeown, Lieut. C. J. W.
Manley, Lieut. G. A. C.
Mann, Lieut. R. A. (Suff. R.).
Manners-Smith, Lieut. J. A.
Marsh, Lieut. R. M.
Mase, Lieut. H. F. (Norf. R.).
Matson, Lieut. A. W.
Mayne, Lieut. R. A.
Metson, Lieut. G. F.
Middlebrook, Lieut. N. (Rif. Brig.).
Miller, Lieut. D.
Money, Capt. R. R. (E. Yorks.).
Muir, Lieut. A.
Mumford, Lieut. G. W.
Mussared, Lieut. W. J.
Nicholson, Lieut. G. H.

THE WORK OF THE I.A.F.

The following was published as a supplement to the *London Gazette* on January 1st:—

Air Ministry, 1st January, 1919.

The Secretary of State for the Royal Air Force has received the following despatch from Major-Gen. Sir H. M. Trenchard, K.C.B., D.S.O., Commanding the Independent Force, Royal Air Force:—

MY LORD,

I have the honour to submit the following report on the work of the Independent Air Force from the 5th June to the signing of the Armistice on the 11th November, 1918.

I have also mentioned in the earlier part of this report the work done in the attack on Germany by the squadrons from a base south-east of Nancy before the establishment of the Independent Air Force.

In May, 1918, you informed me that you considered it advisable to constitute an Independent Force to undertake the bombing of the industrial centres of Germany.

You further intimated to me that you intended to place the whole of the British effort in attacking Germany from the air under my command, and that it would be probable that squadrons would be available to carry out this work from England, as well as from the eastern area of France.

On the 20th May, 1918, I proceeded to the Nancy area, where the 8th Brigade, R.A.F., under the local command of Brig.-Gen. C. L. N. Newall, consisting of:—

No. 55 Squadron, De Hav. 4, 275 h.p. Rolls-Royce;

No. 99 Squadron, De Hav. 9, 200 h.p. B.H.P.;

No. 100 Squadron, F.E. 2b, 160 h.p. Beardmore;

No. 216 Squadron, Handley-Page, 375 h.p. Rolls-Royce; was already established under Field-Marshal Sir Douglas Haig.

With the exception of No. 99 Squadron, this Force had been in this area since the 11th October, 1917.

I took over from Field-Marshal Sir Douglas Haig the tactical command of this Force on the 5th June, and the administrative and complete control on the 15th June, 1918.

From the 11th October, 1917, to the 5th June, 1918, this small Force had, in spite of a very severe winter, carried out no less than 142 raids. Fifty-seven of these raids were made in Germany, and included night and day attacks on Cologne, Stuttgart, Mannheim, Mainz, and Coblenz. Long-distance raids had also been carried out against Namur, Charleroi and Liège, in order to help in attacking the enemy's communications to the Western Front.

It should be remembered that No. 216 Squadron (at that time R.N.A.S.) was hastily formed, and was not equipped until October, 1917. No. 100 Squadron was only equipped with short-distance machines, and No. 99 Squadron only joined in May, 1918. No. 55 Squadron was equipped solely with short-distance machines, which had an air endurance of 3½ hours only. But the squadron itself rectified this to the best of its ability by adding extra petrol tanks to the machines, which gave them an air endurance of 5½ hours.

The work during last winter called for exceptional efforts of endurance and perseverance on the part of the commanders, pilots and observers. Preparatory work on the construction of aerodromes, with a view to accommodating a larger force, had been undertaken before my arrival, and had been handled with zeal and tact by the General Officer Commanding the 8th Brigade. The work accomplished by General Newall formed a foundation upon which I was at once able to build in making arrangements to accommodate an increased number of squadrons.

In aviation it is essential that the technical and administrative controls should be under one command, as the work to be carried out nearly always entirely depends on the administration of the Force. As it had been decided to separate the tactical control of this Force from the British Armies operating in France, it was therefore necessary to separate the administrative control as well; and, in my opinion, it became likewise necessary to constitute all the administrative services on an independent basis, in order to make the Air Force completely independent. This involved the formation of a large staff to deal with the multifarious matters connected with the formation and the maintenance in the field of an aerial force. In addition to this, the Anti-Aircraft Defence and Searchlights came under my command.

By the 26th June the staff for the above-mentioned services had been assembled and organised, and were capable of maintaining the Independent Air Force.

I take this opportunity of mentioning that the Independent Force was operating throughout in the zone of the group of the French Armies of the East under the command of

General de Castlenau, to whom I am indebted for the very valuable assistance which he and his staff gave me and for advice which helped me over the many difficulties inseparable from an organisation of such a kind. In fact, without his assistance it would have been almost impossible to have made an efficient organisation.

I should also like to mention that the whole of the administrative services were provided by Field-Marshal Sir Douglas Haig from the British Armies in the field. The British Armies in the north provided me with all the personnel and material that was necessary to maintain and organise and operate the Independent Force, apart from technical aeroplane supplies.

My first work was to at once push on and arrange for the accommodation of a Force in the neighbourhood of sixty squadrons. This was a much larger task than may appear at first sight. The country is throughout hilly and woody, and where there are any level places they consist of deep ridge and furrow, there being as much as 3 feet 6 inches between furrow and ridge. The aerodromes had to carry heavy machines and heavy bomb loads; in order to enable this to be done, draining work on a large scale had to be very carefully carried out, and arrangements had to be made for a large installation of electrical power for workshops and lighting and petrol in order to save transport. This work was practically completed by the 1st November, 1918.

It will be within your recollection that in the past I had referred to the necessity for equipping the British Expeditionary Force on the Western Front with sufficient aircraft to hold and beat the German aerial forces on the Western Front; that the bombing of Germany was a luxury till this had been accomplished, but that, once this had been accomplished, it became a necessity. That is to say, it became necessary to attack what I may call the German Army in Germany, and to strike at its most vital point—its sources of supply; and the Independent Force was formed with this object. The question I had to decide was how to use this Force in order to achieve the object, i.e., the breakdown of the German Army in Germany, its Government, and the crippling of its sources of supply.

The two main alternative schemes were:—1. A sustained and continuous attack on one large centre after another until each centre was destroyed, and the industrial population largely dispersed to other towns; or 2. To attack as many of the large industrial centres as it was possible to reach with the machines at my disposal.

I decided on the latter plan, for the following reasons:—(i) It was not possible with the forces at my disposal to do sufficient material damage so as to completely destroy the industrial centres in question. (ii) It must be remembered that, even had the Force been still larger, it would not have been practical to carry this out unless the War had lasted for at least another four or five years, owing to the limitations imposed on long-range bombing by the weather.

The weather during June, July and August was extremely favourable for long-distance bombing, but during September, October, and the first ten days of November it could have hardly been worse for this particular work. Day after day attempts were made to try to reach the long-distance targets, but the wind was generally too strong; or, if there was no wind, heavy rain and fog prevailed by day and dense mist by night, which lasted often until ten or eleven o'clock the next morning. Often the nights were perfect, but dense white mist completely obliterated the ground, making it impossible for machines to ascend. Besides this, there are always a large number of technical difficulties to overcome which still further interfere with the continuity of long-range bombing. By attacking as many centres as could be reached, the moral effect was first of all very much greater, as no town felt safe, and it necessitated continued and thorough defensive measures on the part of the enemy to protect the many different localities over which my force was operating.

2. At present the moral effect of bombing stands undoubtedly to the material effect in a proportion of 20 to 1, and therefore it was necessary to create the greatest moral effect possible.

I also recommended, as you will recollect, that the proportion of day bombing squadrons in the Force should be slightly larger than that of night bombing squadrons, as I considered that, although day bombing squadrons suffer higher casualties than night bombing squadrons, at the same time, if day bombing is excluded, at least four-fifths of the value of night bombing must necessarily be wasted, owing to the fact that the enemy can then make his arrangements to work by day and live at a distance by night, and take many other similar defensive steps. Also, if the bombing

had been carried out exclusively by night it would not have caused the enemy to make such a large use of his men and material in defensive measures, and therefore it would not have affected the Western Front to such an extent as it did. Though night bombing is the safer, many mistakes are made at night in reaching the locality it has been decided to bomb.

My Intelligence Department provided me with the most thorough information on all targets such as gas factories, aeroplane factories, engine factories, poison-gas factories, etc., each target having a complete detailed and illustrated plan, and maps were prepared of every target that was within reach. These were supplemented in a large way by the aerial photographs taken by reconnaissance machines. Before it was possible to attack Germany successfully it was necessary to attack the enemy's aerodromes heavily in order to prevent his attacking our aerodromes by night, and by destroying his machines to render his attacks by day less efficacious. I considered that it was probable during the spring and early summer of 1919 that at least half my force would be attacking the enemy's aerodromes, whilst the other half carried out attacks on long-distance targets in Germany. It was also necessary several times during the period the Force operated to carry out attacks in conjunction with the Armies on the enemy's communications.

I also had to decide, when it was impossible for squadrons to reach their objectives well in the interior of Germany, what alternative objective should be attacked, and which attacks would have the greatest effect in hastening the end of hostilities. I decided that railways were first in order of importance, and next in importance the blast furnaces. The reason of my decision was that the Germans were extremely short of rolling stock, and also some of the main railways feeding the German Army in the West passed close to our front, and it was hoped that these communications could be seriously interfered with, and the rolling stock and trains carrying reinforcements or reliefs or munitions destroyed. They were also fairly easy to find at night. I chose blast furnaces for the second alternative targets, as they were also easy to find at night, although it was difficult to do any really serious damage to them owing to the smallness of the vital part of the works.

On my arrival in the Nancy area the 8th Brigade consisted of those squadrons shown above. Additional squadrons arrived on the dates as shown:—

- No. 104 Squadron, De Hav. 9, B.H.P., 23rd May.
- No. 97 Squadron, Handley-Page, Rolls-Royce, 9th August.
- No. 215 Squadron, Handley-Page, Rolls-Royce, 19th August.
- No. 115 Squadron, Handley-Page, Rolls-Royce, 31st August.

- No. 110 Squadron, De Hav. 10, Liberty, 31st August.
- No. 45 Squadron, Sopwith Camel, 22nd September.

It must be remembered that new squadrons could not be used for work over the line until three weeks after their arrival, as during this period they were receiving their final training, which can only be carried out at the front.

No. 45 Squadron was intended to attack the enemy's scouts many miles over the line. It was necessary to re-equip this squadron with longer-range scouts after I received it, but as these machines did not arrive before the Armistice was signed the squadron was only used for attacking individual hostile machines which crossed our lines.

During August No. 100 Squadron, which was armed with F.E. 2b short-distance machines, commenced re-equipping with Handley-Pages. While it was being re-equipped—which process took nearly the whole month—scarcely any work could be carried out by the squadron.

Below are a few interesting figures:—

The total weight of bombs dropped between the 6th June and the 10th November was 550 tons, of which 160 tons were dropped by day and 390 tons by night. Of this amount no less than 220½ tons were dropped on aerodromes. This large percentage was due to the necessity of preventing the enemy's bombing machines attacking our aerodromes and in order to destroy large numbers of the enemy's scouts on their aerodromes, as it was impracticable to deal with them on equal terms in the air. I think this large amount of bombing was thoroughly justified when it is taken into consideration that the enemy's attacks on our aerodromes were practically negligible, and not a single machine was destroyed by bombing during the period 5th June to 11th November.

In addition to this the following objectives were attacked:—Baalon, Baden, the Black Forest, Bonn, Cologne, Coblenz, Darmstadt, Duren, Dillingen, Frankfurt, Forbach, Hagendingen, Heidelberg, Hagenau, Kaiserlautern, Karthaus, Karlsruhe, Ludwigshafen, Landau, Mainz, Mannheim, Lahr, Lumes, Luxemburg, Oberndorf, Offenburg, Pforzheim, Pirmasens,

Rastatt, Rombas, Rottweil, Sallingen, Saarburg, Saarbrücken, Stuttgart, Trèves, Wiesbaden, Worms, Voelkingen, Wadgassen, Zweibrücken, and other miscellaneous targets.

It must also be remembered that of the 109 machines which were missing, the majority dropped bombs on targets before landing. The amount of bombs dropped by these machines is not included in the above figures.

In June the longest distance flown out and back by day was 272 miles, and by night 240 miles. In July the longest distance flown out and back by day was 272 miles, and by night 300 miles. In August the longest distance flown out and back by day was 330 miles, and by night 342 miles. In September the longest distance flown out and back by day was 320 miles, and by night 320 miles. In October the longest distance flown out and back by day was 320 miles, and by night 272 miles.

A large amount of photographic reconnaissance was done by individual machines at a great height. This work was nearly always successfully carried out, and only one photo-



graphic machine was lost during the whole period of operations. Photographs have proved time and again the efficiency of the work of the bombing machines. Captured correspondence testified to the great moral effect of the bombing attacks on Germany.

It was apparent by the end of June that the enemy was increasing the number of fighting machines opposed to us. These machines were presumably being provided from squadrons he had withdrawn from the Russian Front and re-equipped for home defence work. In September and October our day bombing squadrons had to fight practically from the front line to their objective, and from there home again. In several cases they had to fight the whole way out and the whole way back. This necessitated the most careful keeping of formation in order to avoid undue casualties, as once the formation was split up the enemy's machines could attack individual machines at their leisure. When our machines were in formation he generally concentrated on the rear machines, occasionally making attacks on the machine in front.

I would like to state here that the courage and determination shown by the pilots and observers were magnificent. There were cases in which a squadron lost the greater part of its machines on a raid, but this in no wise damped the other squadrons' keenness to avenge their comrades, and to attack the same target again and at once.

It is to this trait in the character of the British pilots that I attribute their success in bombing Germany, as even when a squadron lost the greater part of its machines, the pilots, instead of taking it as a defeat for the Force, at once turned it into a victory by attacking the same targets again with the utmost determination. They were imbued with the feeling that whatever their casualties were, if they could help to shorten the war by one day and thus save many casualties to the Army on the ground, they were only doing their duty. I never saw, even when our losses were heaviest, any wavering in their determination to get well into Germany.

Long-distance bombing work required the utmost determination, as a change of wind completely upsets all calculations that may have been made before starting. It requires fine judgment on the leader's part to know if he perseveres to the objective, whether he will have sufficient fuel to carry the formation home again safely. This will be realised when it is pointed out that on several occasions the machines with only five and a quarter hours' petrol were out for that time; in one case a formation was out for five hours and thirty minutes, and it only just managed to clear the front line trenches on its homeward journey. A miscalculation of five minutes would have lost the whole formation.

Ceiling was of more importance than speed for long-distance day bombing work. It was essential that squadrons should fly as high as possible, and it soon became apparent, as I had already stated, that the two squadrons with the 200 h.p. B.H.P. engines had not sufficient power for this long-distance work. One squadron was re-equipped with D.H. 9a machines with Liberty engines in November before the signing of the Armistice, and the second squadron had started re-equipping.

The 27th Group was established in England under the command of Col. R. H. Mulock, D.S.O., for the purpose of bombing Berlin and other centres. This group only received the machines capable of carrying out this work at the end of October, and though all ranks worked day and night in order to get the machines ready for the attack on Berlin, they were only completed three days before the signing of the Armistice.

The daily *communiqués* gave all the places which were attacked, and therefore I have not repeated those reports in this despatch. I would, however, like to bring to your notice the following important raids which show some of the difficulties met with in long-range bombing.

On the night of the 29th-30th June, Handley-Page machines of No. 216 Squadron were ordered to attack the chemical works at Mannheim. Owing to the weather conditions only one machine reached the objective, on which it dropped its bombs. This machine, on the homeward journey, failed to pick up its aerodrome, and landed no less than 160 miles S.W. of the aerodrome undamaged.

On the 5th July twelve machines of No. 55 Squadron, under the command of Capt. F. Williams and Capt. D. R. G. Mackay, set out to attack the railway sidings at Coblenz. Shortly after starting the squadron passed over thick clouds and steered its course by compass, but the target was obscured by clouds. The leader turned with the intention of attacking Karthaus, but as he turned the anti-aircraft barrage over Coblenz opened. Through a small hole in the clouds he could see a portion of the target, and the formation followed him and released their bombs.

On the 31st July No. 99 Squadron, under the command of Capt Taylor, went out to attack Mainz. They encountered forty hostile scouts south of Saarbrücken. Fierce fighting ensued, as a result of which four of our machines were shot down. The remaining five machines of the formation reached Saarbrücken, and dropped their bombs on the station. On their way home they were again attacked by large numbers of hostile scouts, and suffered the loss of three more of their number.

Immediately after their return No. 104 Squadron, led by Capt. E. A. Mackay and Capt. Home-Hay, proceeded to attack the factories and sidings at Saarbrücken, which they successfully accomplished with no losses.

On the 11th August No. 104 Squadron, under the command of Major Quinell, attacked the station at Karlsruhe, in spite of bad weather conditions, causing a heavy explosion in the station and scoring many direct hits on the railway sidings. In the course of fighting one of our machines was brought down and three of the enemy's machines were driven down out of control.

Frankfurt was attacked for the first time on August 12th by twelve machines of No. 55 Squadron, under the command of Capt. B. J. Silly and D. R. G. Mackay. Most of the bombs burst in the town east of the goods station, and all the machines returned safely with the loss of one observer, who was killed by machine-gun fire.

The formation was heavily attacked by forty scouts of various types over Mannheim on its way to the objective and throughout the return journey. Two hostile machines were destroyed and three were driven down. The average time taken by each machine on this raid was five hours and thirty minutes, but all machines reached their objective and returned safely, though they only just cleared the trenches on their return journey, running completely out of petrol.

On the night of 21st-22nd August two Handley-Page machines of No. 216 Squadron, piloted by Capt. Halley and Lieut. Stronach, dropped just over a ton of bombs on Cologne station, causing a very large explosion. The time taken on this raid was seven hours.

On the 22nd August twelve machines of No. 104 Squadron started on a raid on Mannheim. The formations were led by Capt. J. B. Home-Hay and Capt. E. A. Mackay. Two machines had to land under control about five miles over the lines, after driving away eight hostile machines. Immediately before the objective was reached fifteen hostile machines attacked the formation with great determination and resistance. The formation came down to 6,000 feet in following the leader, who was shot down under control. In the fierce fighting three German machines were destroyed. Despite constant and determined attacks by superior numbers, ten machines dropped bombs on Mannheim, causing seven bursts on a factory, where four fires were caused. A direct hit was also obtained on a large new building immediately south of the Badische Anilin Soda Fabrik Works.

On the night of the 25th-26th August two machines of No. 215 Squadron made their first attack on the Badische Anilin Soda Fabrik Works at Mannheim.

The two machines, piloted by Capt. Lawson and Lieut. Purvis, left at eight o'clock. One pilot shut off his engine at 5,000 feet and glided in on the target from the N.W., following the river. He was at once picked up and held in the beams of the searchlights, and an intense anti-aircraft barrage was put up. The machine continually changed its course, but could not shake off the searchlights, and the pilot was completely blinded by the glare. At this moment the second machine glided in, with its engine almost stopped, underneath the first machine, got immediately over the works, below the tops of the factory chimneys, and released its bombs right into the works. The searchlights at once turned on to this machine, freeing the first machine from their glare. This machine then turned and made straight for the works as low as the second machine amongst the chimneys, and released its bombs. The searchlights were turned almost horizontally to the ground and the anti-aircraft guns were firing right across the works and factories almost horizontally. In spite of this, the two machines remained at a low altitude and swept the factories, works, guns and searchlights with machine-gun fire. On the return journey both of these machines passed through rain and thick clouds, whilst lightning and thunder were prevalent throughout the trip.

On the night of the 2nd-3rd September machines of No. 215 Squadron attacked Buhl aerodrome and the railway junction at Ehrang, some of the machines making two trips. In the first attack on Buhl two direct hits were obtained and three fires started, all bursts being observed on and in close proximity to the hangars. The second attack was carried out from 150 to 900 feet, machines circling around the aerodrome for fifteen minutes. Excellent shooting was made and thirteen direct hits were claimed. Three hangars were entirely demolished and a fire started. In addition motor lorries were bombed from 100 feet, and a hostile machine on the ground was attacked with good results.

On the 7th September eleven machines of No. 99 Squadron, followed by ten machines of No. 104 Squadron, made an almost simultaneous attack on Mannheim, where bombs were dropped with excellent results on the Badische Anilin and Soda Fabrik.

No. 99 Squadron obtained at least eight direct hits on the factory, but the results of No. 104 Squadron could not be observed owing to the mist and smoke. Both squadrons were attacked on the outward and return journey and over the objective by superior numbers of hostile aircraft. The formation of No. 99 Squadron were led by Col. (then Major) L. A. Pattinson, and the formation of No. 104 Squadron by Capt. R. J. Gammon.

No. 99 Squadron was attacked by six hostile machines fifteen miles over the lines. These were driven off. Ten hostile machines attacked about fifteen miles over the lines. They were also driven off. Fifteen hostile machines then attacked over the objective. After dropping bombs the formation turned towards the hostile machines, which apparently disconcerted them, as they became scattered. On the return journey several enemy scouts kept up a running fight; one scout attacking from in front was driven off by the leader's observer firing over the top plane.

No. 104 Squadron was attacked at a long range fifteen miles over the lines. The enemy were driven off. Fifteen hostile machines heavily attacked over the objective and followed the formation back for seventy miles. Near the lines the formation was again attacked by seven hostile machines. Over two tons of bombs were dropped at Mannheim in this raid.

On the night of the 16th-17th September seven Handley-Page machines were missing. Five of these, detailed for Cologne and Mannheim, were probably unable to return in the face of a strong south-westerly wind, which increased after the machines had left the ground. The missing machines undoubtedly attacked various objectives well into Germany before they had to land. It was reported that one machine landed in Holland with engine trouble, after having dropped its bombs on Bonn, and was interned.

On the 25th September No. 110 Squadron, led by Capt. A. Lindley and A. C. M. Groom, dropped over 1½ tons of bombs on Frankfurt. They were opposed by a large number of hostile machines, two of which they destroyed. Four of our machines did not return, and, in addition, one observer was killed and one observer and one pilot were wounded. This was the first long-distance raid carried out by this squadron.

On the night of the 21st-22nd October machines of Nos. 97 and 100 Squadrons attacked the railways at Kaiserslautern in very bad weather. Several 1,650 lb. bombs were dropped, but bad visibility obscured the results. One very large fire and five smaller ones were observed, and all these

fires were seen to be still burning when the town was lost sight of in the mist.

I would like to bring to your notice the work of bombing aerodromes done by No. 100 Squadron, commanded by Major C. G. Burge, when it was equipped with the short-distance F. E. 2b machines, and also with Handley-Pages. The squadron bombed aerodromes from low heights, and photographs show that a large number of sheds were hit.

The Independent Force, at the request of Marshal Foch co-operated with the American First Army in its attack on the St. Mihiel salient, and it further co-operated with the Army by attacking important railway junctions behind the French lines in the combined offensive of the 26th September.

My thanks are due to Brig.-Gen. B. B. Gordon, D.S.O., my Chief-of-Staff, who carried out his responsible duties with the most commendable smoothness and efficiency.

I also desire to thank Col. G. R. M. Church, C.M.G., my Army Troops Commander, for the admirable manner in which he carried out his very responsible duties.

Finally, I desire to express my great appreciation of the loyal work of all my own Staff, of the Commanders of Formations and their Staffs, and all the Units in the Independent Air Force serving under me, who carried out their difficult task of organising and carrying through with tact and energy the work of forming a new Air Force during active hostilities.

I have forwarded the names of officers and other ranks deserving of special mention in a separate despatch.

I have the honour to be,

My Lord,

Your Obedient Servant,

(Sd.) H. TRENCHARD,

Major-General,

Commanding Independent Force,
Royal Air Force.

The Rt. Hon.

The Lord Weir of Eastwood,
Secretary of State for Air,
Air Ministry,
London.



General Brancker's New Post

It was announced on January 4th Major-General Sir W. S. Brancker, K.C.B., R.F.C., has been permitted to resign his appointment as Master-General of Personnel in the Air Ministry, to take up an appointment in connection with civil aviation.

General Brancker has been seconded from the R.A.F., as for "special duty," and will retain his substantive rank as Major-General, R.A.F.

The appointment he has taken up is in connection with the commercial aviation enterprises of Mr. G. Holt Thomas, of the Aircraft Manufacturing Co., Ltd., makers of the DeH. or "Airco." machines.

General Brancker was connected with the R.F.C. in the early days and early in 1917 was Director of Air Organisation. Later he became Deputy-Director of Military Aeronautics, a post which he gave up in October, 1917, on being appointed to a command overseas. On the formation of the Air Council he was made Controller-General of Equipment, and succeeded Major-General Sir Godfrey Paine as Master-General of Personnel last August.

Lieut.-General Sir David Henderson, K.C.B., D.S.O.

It was announced in the *London Gazette* of January 7th that Lieut.-General Sir David Henderson, K.C.B. D.S.O., has been granted the hon. rank of Lieut.-General, to date January 1st.

British Aces Lead

ACCORDING to figures compiled from Government records in America, 227 Allied Aces obtained 2,895 victories, while the Central Powers had 101 Aces with 2,108 victories. Great Britain led with 111 Aces with an aggregate score of 1,629 victories, France being second with a record of 77 Aces and 847 victories, Italy third with 14 and 193, followed by the United States 14 and 121, Belgium 8 and 77, Russia 3 and 28.

The Atlantic not Crossed

FOR some months past there have been rumours that the Atlantic had been crossed in an aeroplane from Grace Harbour, Newfoundland, to Dingle Bay, Ireland, but on Monday it was authoritatively denied, by both British and U.S. authorities, that any such flight had taken place. The origin of the rumour appears to have been the "poor" story which was published in the August number of *American Flying*.

Air Ways in Canada

"THE Canadian Government," says the *Daily Mail* correspondent in Montreal, "have sanctioned trans-Canadian aerial highways, consisting of two greater and three lesser airways, including the much-talked-of All-Red Route, running from St. John's, Newfoundland, through Quebec, Montreal, Ottawa, then following the Canadian Pacific Railway to West Vancouver and Victoria. Another airway starting at the same place will touch Sydney, Halifax, St. John, Fredericton, Quebec, Three Rivers, Montreal, follow the Grand Trunk Railway to Toronto, and thence to Sault Ste. Marie, Port Arthur, and Winnipeg. From the proposed Canadian airways spurs will connect New York and other cities.

A French Passenger Carrier

THE Farman "Goliath" bombing machine, which was ready for trial on the day of the Armistice, has been rapidly transformed for passenger work. Seats run the length of the fuselage, large lateral windows have been fitted for sight-seeing, and a flight to London on this big twin-motored machine is contemplated as soon as fine weather sets in. The two Salmsons give 540 h.p., and the anticipated speed is in the neighbourhood of 90 miles an hour, with a relatively slow landing speed. Internal heating apparatus has been provided, and on a regular run the machine should carry 30 passengers with comfort. The machine will be minutely inspected before each run.

Scotland to Norway by Air

THE Norwegian Air Traffic Company appear to be getting under way with their project for an aerial service between Stavanger and Aberdeen. They are said to have obtained premises near Stavanger, where they will instal an extensive plant for the purpose of the service.

The Chilean Air Service

THE first batch of aircraft ceded by the British Government to Chili has now reached Valparaiso. It will form the nucleus of the Chilean air service, which at first will have as equipment 14 seaplanes and 50 aeroplanes, all of British origin. Major Huston, R.A.F., is to act as chief instructor of the new force, and Engineer-Lieut. Solano will be in charge of the technical side of the Naval section.

AIRISMS

FROM THE FOUR WINDS

THAT spoof Atlantic crossing hailing from America a few months back is still a-roaming. So perhaps it is just as well an authoritative denial has at last been issued in the United States. We hope that we shall now be spared any more urgent telephone inquiries as to whether the pond has been flown or not. A new lease of life was unfortunately given to the romance by the reproduction of the original statement in the *United States Naval Institute Proceedings*, in which official publication it was found necessary in the following issue to give an authoritative denial to the "story." In London also the U.S. Naval Aviation office contradicts the statement. As Mr. Holt Thomas, of the Aircraft Manufacturing Company, the constructors of the D.H. machines (to one of which was attributed the honour of the flight), who knows nothing of it, has reasonably suggested, surely he would have been one of the first to be let into the secret. So may this wraith now rest in peace for evermore.

ANY one who desires to study the account of the nearest approach to the flying of the Atlantic should read the only true and authentic account of this great feat which appeared in colours in the Christmas number of "FLIGHT."

AFTER all the Zeppelins—or rather the Huns' Lighter-than-Air-Craft—are to be handed over to the Allies under the provisions of the Armistice terms. These terms provided, as a provisional measure, that the Central Empires should "concentrate and immobilise in German bases all naval aircraft," and presumably mature reflection has suggested the deliverance into our hands of these potential weapons of mischief in War and in peaceful commerce—which is good hearing.

LORD LEVERHULME is moving with the times in connection with his recent acquisition of ownership rights in the island of Lewis. He is bringing into action the most enlightened schemes of development for his new sea-bound estate, and one of the companies with half a million capital, which are taking up the practical work, it is stated, proposes obtaining powers to engage in whale fishing and the manufacture of

oil and to deal in aeroplanes, seaplanes and airships, the latter apparently to undertake transport across the Minch to the mainland.

MERCURY is shortly to resume his position on the Shaftesbury Memorial in Piccadilly Circus. One of the eggs laid by the Huns somewhat close to the fountain last February, prompted the authorities to remove this statuette to a safer dug-out.

THE R.F.C. Club, generously founded by Major Bersey, R.A.F., as from New Year's Day is totally and for all time eclipsed by the R.A.F. Club, so handsomely endowed by Lord Cowdray with £100,000. The modest Bruton Street premises will presently give place to a much more pretentious club house, more fitting the possible 30,000 officers, more or less, eligible for membership.

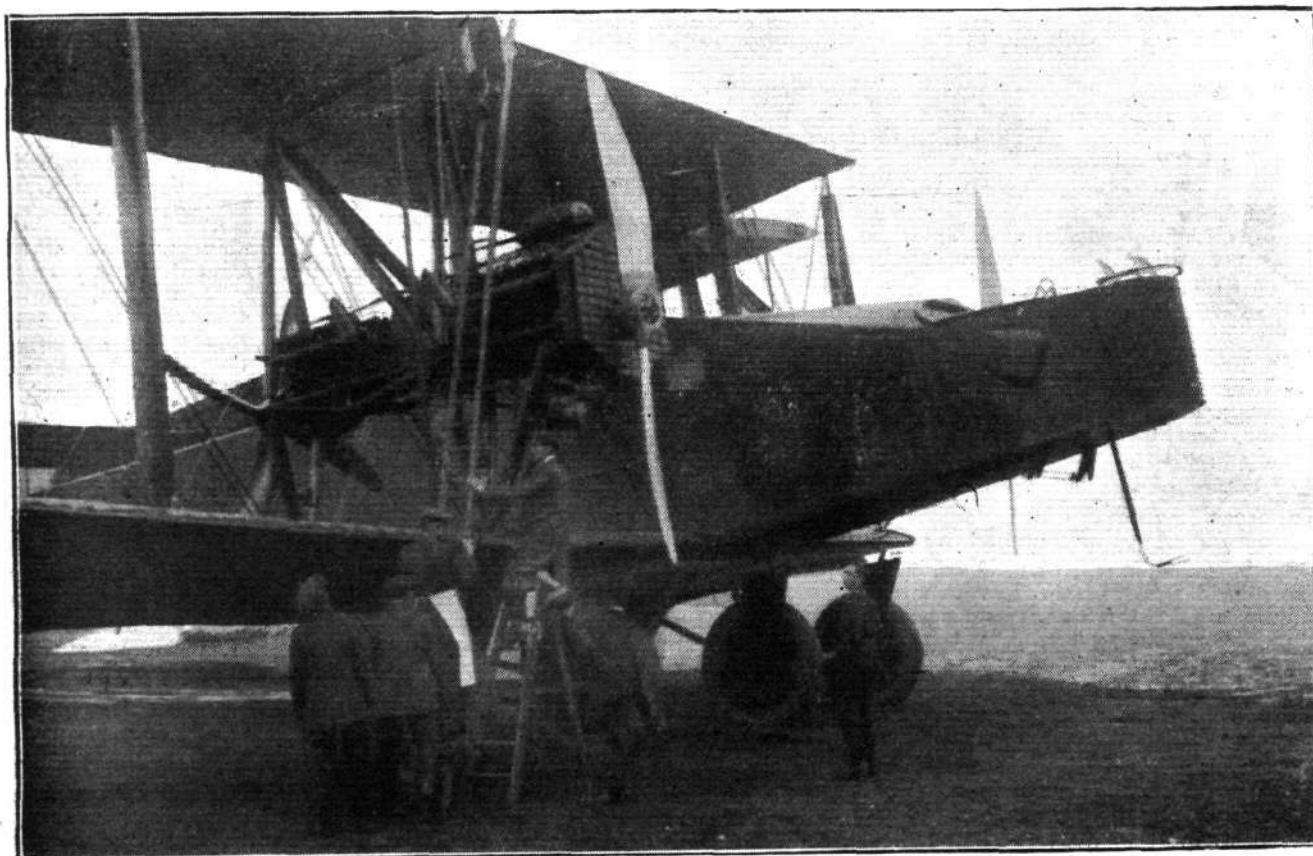
1919's advent was also marked by some R.A.F. night stunts up above—this time not on the track of the Hun marauder.

VISITORS to seaside resorts may soon have to divide their attention between trips in the air and trips on the briny. It is stated that a project is on foot to provide an air service between Swansea and Ilfracombe.

JAPAN is tackling the question of aerial mails and a "plane-post" between Tokio and Osaka will probably be inaugurated in the summer.

MRS. LOIS BENNETT, whose son Louis lost his life flying with the R.A.F., has offered £100 to the Aero Club of America as a prize for a competition to develop parachutes to be used in escaping from aeroplanes which are out of control.

THE *Times* correspondent at Cologne, in noticing a Junker machine among the relics left by the Germans, says it has wings of "corrugated steel." All is not steel that is corrugated.



A side view of the centre of one of the Handley-Page bombers, which were to have "pilled" Berlin about Armistice time.

Personals

Casualties

Sec. Lieut. CHARLES EDMUND BELLORD, R.A.F., who was previously reported missing, now known to have died of wounds in September, 1918, in a hospital at Metz, at the age of 18, was the son of Mr. and Mrs. Edmund Bellord, of 40, Belsize Grove, N.W.

Capt. ROBERT W. DOBBIE, R.A.F., who has died at the age of 24 years as the result of a flying accident in Egypt, was a son of the late Rev. R. W. Dobbie, Blochairn U.F. Church, and of Mrs. Dobbie, 26, Sandyford Place, Glasgow. In June last Capt Dobbie was awarded the Air Force Cross for courage and devotion to duty when counter-attacking in a Gotha raid over England. He enlisted originally in the Chamber of Commerce battalion.

Capt. EDGAR ROBERT HULME BEAMAN, R.A.F., who was killed on December 17th in an aeroplane collision, was the son of the late Gen. A. H. Beaman, I.M.S.

Flight-Cadet HERBERT JOHN ST. AUBREY DAVIES, R.A.F., who was accidentally killed on December 17th, was the elder son of Herbert Reginald St. Aubrey and Mabel Elizabeth Davies.

Lieut. WILFRED ALAN HERBERT ELLERCAMP, 44th Squad., R.A.F., who was killed on December 30th, owing to an aeroplane accident, was the only son of H. McD. Ellercamp, India Office, S.W.

Capt. EVELYN WILSON FFRENCH, R.A., R.A.F., who was killed on December 23rd while flying near Hounslow, was the only son of the late Acheson Evelyn Ffrench, of Oakhurst, New South Wales, and of Mrs. Ffrench, 30, Lexham Gardens, W.

Mr. G. F. MORT, who died on December 21st, aged 45, was the designer of the N.E.C. car and also of the N.E.C. aeroplane engine, which was used by Lieut.-Col. Ogilvie in his Wright flyer at Eastchurch some years ago. The engine was of the two-stroke type, had many original features, but never received substantial recognition. It was the only British engine which competed in the Gordon-Bennett race at Eastchurch in 1911. This was of 50 h.p., and was his most successful example, but in 1913 he commenced one of 100 h.p., which, however, was never finished. One of his mechanical achievements was a six-cylinder crankshaft to transmit 70 h.p., which weighed only 9 lbs. During the War Mr. Mort had been engaged in making parts for various aero engines, but he was looking forward to resuming his old work. Mr. Mort was educated at Bilton Grange, Aldenham, New College, Oxford, Glasgow University, and University College, London. For several years he was well known on the Solent as a yachts-

man, racing boats of his own design, invariably named Rathe. These were based on a novel theory of ship design.

Capt. WILLIAM LEEFE ROBINSON, V.C., R.A.F., died on December 31st from influenza, supervening upon the effects of the ill-treatment he had received while a prisoner of war in Germany. Capt. Robinson was the first pilot to bring down a German airship in England, on September 3rd, 1916. It was the "L. 21"—a Schutte-Lanz airship—and Capt. Robinson was rewarded with the Victoria Cross. He subsequently went to France, and was taken prisoner in April, 1917. He had made several attempts to escape, and finally was placed in solitary confinement. He returned to England on December 14th. Capt. Robinson, who was born at Tolidetta, South Coorg, Southern India, on July 14th, 1895, was the son of Mr. Horace Robinson, and grandson of Mr. W. C. Robinson, R.N., Chief Naval Constructor at Portsmouth Dockyard. He was educated at St. Bees School, Cumberland, and, after travelling in France and Russia, entered Sandhurst in August, 1914. In the following December he was gazetted to the Worcestershire Regiment. He joined the Royal Flying Corps in France as an observer in March, 1915, and on May 9th was wounded in the arm while flying over Lille. On his recovery a few weeks later he learned to fly at Farnborough, took his "ticket" on September 15th, and was appointed a flying officer, R.F.C., three days later. He was buried with military honours at Harrow Weald on January 3rd.

Married

Major DUDLEY GARDNER, M.C., R.A.F., only son of Mr. and Mrs. G. J. E. Gardner, Northallerton, was married on December 12th at the Adelaide Road Presbyterian Church, Dublin, to GLADYS MARJORIE, second daughter of Mr. and Mrs. J. A. TAYLOR, Ailesbury Road, Dublin.

Lieut. W. H. HEARD, R.A.F. (Technical Branch), of Northmanhurst, Bideford, was married on December 17th at Northam Parish Church, N. Devon, to FLORENCE MAUD, only daughter of Mr. and Mrs. FRANK COCK, of Norman Villa, Northam.

GODFREY GEORGE KING, Kite Balloon Section, R.A.F., eldest son of George King, of Edenderry, King's County, was married on Boxing Day at St. Margaret's, Streatham Hill, to MARY CONSTANCE, third daughter of CHARLES F. PARTINGTON, J.P., of 70, Christchurch Road, Tulse Hill, S.W.

Capt. HARRY A. WILSDON, R.A.F., Oxford, was married on December 12th at St. Denys', Stanford-in-the-Vale, Berks, to MABEL E. COLLINS, only daughter of Mr. and Mrs. H. Collins, Stanford-in-the-Vale, Berks.

RELEASE FROM THE R.A.F.

THE Air Ministry issued on January 7th the following statement explaining the principles on which demobilisation of the Royal Air Force is based, and the steps which have been taken to carry it out:—

(I.) Under arrangements between the Army Council, the Air Council and the Ministry of Labour, the dispersal of all *personnel* of the Royal Air Force will be carried out through Army channels on the same general lines as the Army, except when conditions peculiar to the Royal Air Force require special treatment. The *personnel* which it will be necessary to retain to store and safeguard the machines and equipment until the cessation of hostilities must consist of certain definite proportions of each of the technical trades peculiar to the R.A.F., and the release of individuals is therefore governed to some extent by this factor.

(II.) It is necessary to provide for the maintenance on a war footing, until peace is concluded, of certain R.A.F. units overseas and with the Royal Navy. These units may be required for use in an emergency or to co-operate with an army of occupation. When these have been arranged for, all others serving overseas will be considered surplus to the existing requirements, and will be available for demobilisation. The arrangements for demobilisation in France and in other theatres of war are being made in conjunction with the military authorities, on whom the R.A.F. will depend for transport arrangements. In pursuance of this policy, Headquarters R.A.F. in France and in other theatres of war are in close touch with the G.H.Q. of the various Expeditionary Forces, and arrangements have been made for the release of R.A.F. *personnel* concurrently with Army *personnel*.

(III.) The broad principles of the demobilisation of the

R.A.F. are the same as those laid down for the Army. The general procedure to be adopted by employers who wish to obtain the release of officers or airmen is the same as that to be followed in the case of officers and other ranks in the Army, and has already appeared in the Press.

(IV.) As a special measure peculiar to the R.A.F., the Air Ministry has decided upon, and has already issued, instructions for the immediate release or disposal of all individuals (with certain exceptions) serving with the R.A.F. under training in aviation who have not so far progressed in their training as to have joined a flying training unit. The disposal or employment of men from overseas under training in aviation is forming the subject of agreement between the Air Ministry and the authorities of the Dominions and Colonies concerned. This will include the repatriation by the Air Ministry, subject to individual desires, of all such *personnel* who are not held on the strength of Oversea Colonial Forces.

(V.) In addition to the individuals under training in aviation mentioned in paragraph (IV.), to whom the special conditions of the R.A.F. cannot allow an option of continuing training, a similar disposal or employment is being arranged for those aviation pupils who have actually joined flying training units but express a desire to discontinue such training.

(VI.) Arrangements are in train for the disbandment of certain anti-submarine units which the exigencies of the service no longer require. The *personnel* of such units will be absorbed into other establishments and treated for purposes of demobilisation or employment on the same lines as those adopted for the Royal Air Force generally.

(VII.) Medical officers who wish for release will submit their applications to the Ministry of National Service.

THE ROYAL AIR FORCE

London Gazette, December 31st, 1918.

The following temporary appointments are made at the Air Ministry:—
Staff Officer, 1st Class.—(P.)—Maj. (Actg. Lieut.-Col.) W. J. Ryan, M.B.E., and to retain his actg. rank whilst so empd.; Dec. 6th, 1918.

Staff Officer, 3rd Class.—Sec. Lieut. H. M. Piper, and to be actg. Capt. while so empd.; Aug. 16th, 1918.

The following temp. appointments are made:—
Staff Officers, 3rd Class.—Lieut. (Hon. Capt., actg. Capt.) A. Ferris; Sept. 18th, 1918. (Substituted for notification on page 14707 of *Gazette*, Dec. 13th, 1918.) (P.)—Sec. Lieut. J. Warner Jones and to be Actg. Capt. while so empd.; Sept. 27th, 1918.

Flying Branch.

Capt. L. H. Wilkins, D.S.C., to be Actg. Maj. while empd. as Maj. (S.); Oct. 1st, 1918.

Capt. W. A. Dunn to be Capt. (A'shp.), from (K.B.); Nov. 7th, 1918.
Lieuts. to be Actg. Capt. while empd. as Capt. (S.):—M. O. Haskell (A.); Sept. 27th, 1918. J. Hodgson (O.); Nov. 1st, 1918.

Sec. Lieuts. to be Lieuts. (A.):—(Actg. Capt.) R. Turner, and to retain actg. rank: W. B. Clarke, M.C., T. C. Stuart, H. Shaw, L. Smith, S. G. Williams; April 2nd, 1918. H. Morden-Wright, M.C.; April 3rd, 1918. J. P. Bosman, W. E. Barnes; April 5th, 1918. H. B. Wood; April 6th, 1918. (Hon. Lieut.) G. Cuttle, M.C.; April 10th, 1918. J. Wallace; April 14th, 1918. G. H. Hobson, D.F.C.; April 17th, 1918. K. M. Walker; April 24th, 1918. W. G. Hanton, C. S. Bissett, (Hon. Capt.) F. J. Haney, M.C., and to retain his hon. rank. (Hon. Lieut.) S. W. Cubitt, (Hon. Lieut.) E. F. Rogers; April 25th, 1918. B. W. P. Kirby; April 28th, 1918. W. K. McGlashan, R. F. Casey; May 2nd, 1918. W. Williamson; May 6th, 1918. F. Taylor, M. E. Meredith; May 7th, 1918. A. S. Wilcockson; May 9th, 1918. (Hon. Lieut.) A. R. Watts, M.C.; May 11th, 1918. J. McK. Feilly; May 15th, 1918. S. L. Carnon; May 17th, 1918. (Hon. Lieut.) J. H. M. Veomans, M.C., F. S. Fisher, A. W. Sharp, J. Bremner; May 19th, 1918. E. H. Ralling, C. W. T. Colman, R. F. W. Sheraton; May 24th, 1918. T. C. Danby; May 28th, 1918. G. W. Heap; May 29th, 1918. (Hon. Lieut.) S. G. Harman, H. V. Geary, M.C.; May 30th, 1918. (Hon. Lieut.) S. E. Sutcliffe; June 2nd, 1918. I. S. Black, N. D. Lanbert, J. G. Wilson, F. L. Clark, A. E. Masters; June 4th, 1918. S. I. Thomas; June 6th, 1918. V. W. Allen, M.C.; June 9th, 1918. B. H. Smyth, (Hon. Lieut.) G. E. Manning, M.C., F. Pascoe, R. Addison, M.C.; June 13th, 1918. (Hon. Lieut.) F. H. Moore; June 14th, 1918. E. L. Wilson; June 15th, 1918. J. C. S. Masters; June 16th, 1918. W. G. Robins, A. A. Robinson, M.C., W. R. Patey, D.F.C., R. Lean, E. Walker, D.F.C., J. A. Wright, N. T. Kennard, W. Richards, O. Sherwood, H. E. Chapman, A. E. Garrison, M.C.; Jan. 19th, 1918. O. H. Adams, M.C.; June 23rd, 1918. A. G. L. Mullen; June 26th, 1918. C. D. Spiers; June 27th, 1918. (Hon. Lieut.) P. V. C. Low; June 28th, 1918. W. G. Norden, S. Wallingford; June 29th, 1918. C. C. R. Millington, B. Reading, W. V. Hunt; June 30th, 1918. A. Metcalf; July 1st, 1918. H. J. Palmer; July 3rd, 1918. J. C. Anderson; July 6th, 1918. E. H. Ward; July 7th, 1918. L. Egan, E. M. Drummond; July 9th, 1918. S. J. H. Pile, M.C.; July 10th, 1918. (Hon. Lieut.) S. T. Lowe; July 11th, 1918. H. T. Singleton; July 12th, 1918. H. W. Arnott; July 15th, 1918. E. C. Delamain, M.C.; July 17th, 1918. H. Kinsbury; July 18th, 1918. F. A. Barley; July 20th, 1918. H. S. Laing; July 21st, 1918. R. Walmsley, W. Hodgkinson, S. J. Charles, R. P. K. Eley, A. T. Reed, R. McK. Jamison, D.F.C., A. G. McL. Jennings, M.C., R. D. Linford, B. Mansfield; July 25th, 1918. A. A. Tigar, E. King; July 26th, 1918. H. C. Kent; July 28th, 1918. T. A. Cousins; July 30th, 1918. N. Smith; August 1st, 1918. N. B. Eames, R. C. Cowl; Aug. 2nd, 1918. E. G. Thomas; Aug. 3rd, 1918. H. Clarke; Aug. 8th, 1918. H. Brooks; Aug. 9th, 1918. H. J. Sier; Aug. 13th, 1918. (Hon. Lieut.) H. A. Francis; Aug. 14th, 1918. L. C. Tonkin, J. Carrey; Aug. 15th, 1918. (Hon. Lieut.) A. A. English, M.C.; Aug. 19th, 1918. (Hon. Lieut.) E. S. Seaton; Aug. 20th, 1918. H. F. Birchall; Aug. 21st, 1918. (Hon. Lieut.) J. A. Chaproniere; Aug. 22nd, 1918. F. G. Taylor; Aug. 24th, 1918. H. G. Herbert; Aug. 25th, 1918. A. J. S. Winton; Aug. 28th, 1918. F. H. Osborne; Aug. 30th, 1918. H. J. C. Hartley; Aug. 31st, 1918. W. S. Gregor, W. H. Delamere, W. V. Ribbins, M. Ross-Jenkins, W. D. Clark, E. M. Heron, L. G. Macklin, H. L. Macdonald, G. E. Rolleston, V. C. Hemsley, J. H. Crowe, B. C. Pearson, H. J. Bath, (Hon. Lieut.) M. K. McGregor; Sept. 1st, 1918. R. Lucovich, M.C.; Sept. 3rd, 1918. (Hon. Lieut.) C. O'N. Daunt; Sept. 6th, 1918. P. Wilkins, M.C.; Sept. 10th, 1918. A. R. Blakeley; Sept. 11th, 1918. T. H. Formby, K. T. Kirkby; Sept. 12th, 1918. F. W. Palmer, V.C., M.M.; Sept. 14th, 1918. P. C. Foster, (Hon. Lieut.) D. C. S. Williams; Sept. 17th, 1918. M. H. Cole, A. D. Sinclair; Sept. 20th, 1918. J. R. Smith; Sept. 21st, 1918. A. H. Gisham; Sept. 25th, 1918. W. Seagram; Sept. 26th, 1918. C. Dixon, M.M., G. J. L. Campbell, P. V. G. Chambers, W. F. Hanna, F. C. Sawyer, C. E. E. Boulton, C. R. McMullen, P. Dendy, E. Dumville, S. C. M. Lovejoy, A. E. Ealing, R. A. Thomas, E. T. Roodcroft, H. G. Eldon, E. L. Chafe, A. G. Wilson; Sept. 28th, 1918. V. S. Gray; Oct. 4th, 1918. J. Collier; Oct. 5th, 1918. W. C. Kidd, G. W. Stevens, M.C.; Oct. 13th, 1918. T. H. R. Riggs; Oct. 14th, 1918. J. A. Whalley; Oct. 15th, 1918. T. Foster; Oct. 16th, 1918. B. Dawe, H. R. Milton, W. N. Owen; Oct. 20th, 1918. E. F. Stephenson; Oct. 23rd, 1918. F. Walsh; Oct. 24th, 1918. H. Marsden, B. Donald, D.F.C., F. H. Chapple, E. Martyn, G. N. Sellers, D.F.C., B. W. Wilson, H. Tasker, A. J. Forbes, J. W. Partridge, G. R. Schooling, S. Hall, G. Archer, E. W. Bell, H. P. Elliot, J. C. Clark, G. Graham-Green, J. N. Hawthorne, R. P. Gudnill, T. L. Jones, A. Murchie, S. T. R. Lloyd, A. C. Godfrey, R. S. E. Walshe, M. E. Barlow, R. Leask, G. R. Leighton, G. H. Collis; Oct. 26th, 1918. W. H. Shrimpton; Oct. 30th, 1918. M. P. E. Harrison, C. W. Wridgway, C. L. Kelly, A. G. Grant; Nov. 1st, 1918. W. E. Beckett; Nov. 17th, 1918. A. C. Holmes; Nov. 18th, 1918. B. E. H. Whiteford, M.C., E. G. W. Coward; Nov. 20th, 1918. J. S. Machin; Nov. 24th, 1918. A. Schofield; Nov. 27th, 1918. C. R. Campbell, W. F. Evans, D.C.M., W. Wilkins, E. M. Prichard, A. G. Fletcher, L. G. Radcliffe, C. Beagle, E. Biggs, C. P. Shilton, A. J. Hannah, F. H. Chainey, L. G. Hills, R. C. Clarke, E. A. Bingen, P. K. Chapman, A. E. Turton, V. A. Fair, M.C., H. H. Senior, R. H. Thompson; Nov. 30th, 1918. F. R. G. Spurgin, R. H. Trelease; Dec. 7th, 1918. W. A. Briggs; Dec. 11th, 1918. I. Carr, R. J. Thompson (A.), R. J. Thompson (O.); Dec. 12th, 1918. W. F. Carson; Dec. 15th, 1918. H. C. Hawkins; Dec. 17th, 1918. D. G. Fraser, G. W. Waddington, M.C.; Dec. 21st, 1918. E. E. Morgan; Dec. 24th, 1918. C. C. Woodall, C. A. Grant, W. L. A. Wilkinson; Dec. 26th, 1918. C. A. Hutchins, R. J. R. Ward, O. S. Brown, A. J. Todd, C. S. Whellock, W. Ashford, G. Webb, A. W. Whitmore, H. R. Goss, G. T. Gauntlett, J. D. Irvine, H. G. Garrett, E. A. Wadsworth, G. V. Learmond, C. H. Cennah, P. Allsopp, B. Archer, W. L. Bing, A. F. Pope, A. F. Beckett, B. D. Nicholson, A. C. Vallance, A. G. Lambert, T. S. Miller, B. S. Chantrell, J. J. Ambler, K. N. King, R. Inglis, N. Offord, H. V. Edwards; Dec. 27th, 1918.

Lieuts. to be Lieuts. (A.) from (Observer Offrs.):—F. G. Solis, S. S. Jones, M.C.; Nov. 21st, 1918.

Sec. Lieuts. (late Gen. List, R.F.C., on prob.) are confirmed in their rank as Sec. Lieuts. (A.):—N. F. S. Hubbard; May 28th, 1918. G. Holden; Sept. 29th, 1918. J. M. Russell; Oct. 19th, 1918. C. W. Binet, D. W. Bridge; Nov. 12th, 1918.

96541 Flt. Cdt. E. Dawson is granted a temp. commn. as Sec. Lieut. (A.); Sept. 19th, 1918.

The following are granted temp. commns. as Sec. Lieuts. (A.):—K. G. H. R. Gunn (Lieut., A. Cyc. Corps, T.F.), and to be Hon. Lieut.; Aug. 14th, 1918. J. Clarke, M.C. (Lieut., Worc. R.), and to be Hon. Lieut.; J. Miller (Lieut., Arg. and Suth'd Highrs., Sec. Res.), and to be Hon. Lieut.; Nov. 12th, 1918. A. McK. Gillespie, M.M. (Lieut., Manitoba R., C.E.F.), and to be Hon. Lieut.; Nov. 22nd, 1918.

Sec. Lieut. T. M. Pratt (late Gen. List, R.F.C., on prob.) is confirmed in his rank as Sec. Lieut. (Observer Offr.); Sept. 1st, 1918.

Sec. Lieut. A. G. T. Wills to be Sec. Lieut. (Observer Offr.) from (A.); Oct. 23rd, 1918.

The following are granted temp. commns. as Sec. Lieuts. (Observer Offrs.): S. H. Munro (Hon. Lieut., Can. Y.M.C.A.), and to be Hon. Lieut.; Oct. 22nd, 1918. L. Townsend (Temp. Sec. Lieut., North'd Fus.); Oct. 23rd, 1918. A. A. Phillips (Temp. Sec. Lieut., attd. W. Kent R.); Oct. 30th, 1918. W. J. B. Gordon (Sec. Lieut., R. Ir. R., Spec. Res.); Nov. 14th, 1918. D. G. Craig (Temp. Lieut., A.S.C.), and to be Hon. Lieut.; Nov. 18th, 1918. W. J. Wilson (Lieut., Can. For. Corps), and to be Hon. Lieut.; J. C. Bowstead, D.C.M., M.M. (Sec. Lieut., Norf. R.), F. H. J. Bull, M.C. (Temp. Sec. Lieut., A. Cyclist Corps), A. D. Kemp (Temp. Sec. Lieut., W. Rid. R.); Nov. 21st, 1918.

Lieut. A. H. C. Bruce to be Sec. Lieut. (A'shp.), and to be Hon. Lieut., from (T.); Nov. 7th, 1918.

Sec. Lieut. W. V. Pegden (late Gen. List, R.F.C., on prob.) is confirmed in his rank as Sec. Lieut. (K.B.); June 15th, 1918.

S. J. Brickstock (Sec. Lieut., Worc. R., T.F.) is granted a temp. commn. as Sec. Lieut. (A.); Oct. 28th, 1918. (Substituted for notification in *Gazette*, Nov. 29th, 1918.)

Lieut. F. A. Black to be Lieut. (Observer Offr.) from (A.); Sept. 30th, 1918. (Substituted for notification in *Gazette*, Nov. 1st, 1918.)

Lieut. C. Jackson to be Lieut. (A.) from Observer Offr.; April 5th, 1918. (Substituted for notification in *Gazette*, June 11th, 1918.)

The notification in *Gazette*, Nov. 4th, 1918, concerning H. A. Bartlett is cancelled.

The notification in *Gazette*, Aug. 16th, 1918, page 9580, concerning J. M. Russell is cancelled.

The name of J. O. McL. Keil is as now described, and not as in *Gazette*, Nov. 26th, 1918.

The surname of C. C. Hoey is as now described, and not as in *Gazette*, Nov. 26th, 1918, page 13920.

The notification in *Gazette*, Oct. 18th, 1918, concerning J. H. Spracklin is cancelled.

The notification in *Gazette*, Oct. 8th, 1918, page 13217, concerning Capt. F. H. Pritchard, R.G.A., is cancelled.

The name of Sec. Lieut. L. W. Robins is as now described, and not as in *Gazette*, Nov. 5th, 1918.

The name of J. F. M. Phillips is as now described, and not as in *Gazette*, Oct. 11th, 1918.

The surname of J. M. Brunton is as now described, and not as in *Gazette*, Nov. 8th, 1918.

The following relinquish their commns. on ceasing to be empd.: Lieut. D. B. Cumming; Nov. 28th, 1918. Lieut. J. P. Alexander (Capt., British Columbia R.); Dec. 5th, 1918. Lieut. W. H. M. Wardrope (Lieut., Royal Canadian Dragoons); Dec. 16th, 1918. Lieut. P. E. Biggar (Lieut., Can. A.S.C.); Dec. 17th, 1918.

The date of relinquishment of his commn. by Lieut. L. F. Cameron is Nov. 30th, 1918, and not as stated in *Gazette*, Dec. 13th, 1918.

Sec. Lieuts. (Hon. Lieuts.) relinquish their commns. on ceasing to be empd.: W. L. Kingwill, M.C. (Lieut., Norf. R.); Dec. 4th, 1918. C. E. Black (Lieut., Can. F.A.), J. A. A. Malhiot (Lieut., Can. Rail. Service); Dec. 16th, 1918.

Lieuts. relinquish their commns. on account of ill-health, and are permitted to retain their rank: N. C. Aston, F. H. Jackson (contracted on active service), J. McD. A. Mackey (caused through wounds), F. H. May, A. D. Pate (contracted on active service), D. Rooksby (contracted on active service), K. L. Warrington, W. R. G. Wickham; Jan. 1st.

Lieuts. relinquish their commns. on account of ill-health: H. G. Ross (Lieut., Devon. Fort. Engrs., R.E., T.F.), L. H. Kennedy (Lieut., Can. Local Forces), G. C. Bourne (Lieut., Lond. R., T.F.), L. B. Chambers, M.C. (Lieut., York and Lanc. R., S.R.); Jan. 1st. Lieut. C. T. Dodd resigns his commn.; Jan. 1st.

Sec. Lieuts. relinquish their commns. on account of ill-health, and are permitted to retain their rank: J. McK. Young, D.F.C. (contracted on active service), J. S. Muir (caused by wounds), R. A. Jones, J. A. Sutherland, B. Williams; Jan. 1st.

Sec. Lieut. M. P. E. Harrison (Sec. Lieut., E. Kent R.) relinquishes his commn. on account of ill-health; Jan. 1st.

Sec. Lieuts. resign their commns.: S. Cox, D. W. Pugh; Jan. 1st.

Sec. Lieut. B. C. K. Bayly is dismissed the service by sentence of a General Court-Martial; Dec. 5th, 1918.

Administrative Branch.

Cpts. to be Actg. Maj. whilst empd. as Maj.: C. L. Munday; April 1st, 1918. F. le M. Callaway; June 10th, 1918.

Capt. (Actg. Maj.) G. H. K. Bone to be Capt., from (T.), and to retain the acting rank of Maj. whilst empd. as Maj.; Dec. 9th, 1918.

Cpts. to be Cpts., from (A. and S.): C. J. Temperley, from (S.O.); Nov. 18th, 1918. W. S. Wilson; Dec. 5th, 1918.

Capt. L. A. F. Foers, M.C. (Temp. Capt., York and Lancs. R.), is granted a temp. commn. as Capt.; June 1st, 1918, seniority April 1st, 1918.

Lieut. S. Taylor to be Lieut. and Actg. Capt. whilst empd. as Capt., from (A.); Oct. 23rd, 1918.

Lieut. J. R. S. Borman to be Actg. Capt. whilst empd. as Capt.; Oct. 30th, 1918.

Sec. Lieut. E. S. Peters to be Actg. Capt. whilst empd. as Capt.; Nov. 9th, 1918.

Lieuts. to be Lieuts., from (A.): H. E. K. Eccles, M.C.; July 11th, 1918. (Hon. Capt.) W. F. T. James; Sept. 18th, 1918. W. G. Breen-Turner; Sept. 24th, 1918. A. W. Robinson; Oct. 15th, 1918. D. W. Marriott; Nov. 2nd, 1918. C. W. Lewis; Nov. 6th, 1918. J. E. F. Dell; Nov. 20th,

1918. R. H. Harmer; Nov. 25th, 1918. F. A. Barratt; Nov. 27th, 1918. A. J. Lucas; Nov. 30th, 1918. W. H. Bundock; Dec. 9th, 1918.

Lieuts. to be Lieuts., from (O.): N. A. Arthur; Aug. 16th, 1918. A. S. Clarke; Oct. 30th, 1918. H. C. R. Milward; Nov. 3rd, 1918. E. W. Keep; Nov. 16th, 1918.

Lieut. (Hon. Capt.) G. A. Hoghton to be Lieut., from (K.B.); Nov. 16th, 1918.

Sec. Lieut. to be Actg. Lieut. whilst empld. as Lieut.: (Hon. Lieut.) F. Ambler from (O.); (Hon. Capt.) C. J. P. Copner, from (K.B.); Sept. 27th, 1918. H. J. Cutler; Oct. 13th, 1918 (substituted for notification in *Gazette*, Oct. 25th, 1918). A. F. Johnston; Oct. 30th, 1918.

Maj. W. B. Stansfeld (Maj., Res. of Off.) relinquishes his commn. on ceasing to be empld.; Sept. 22nd, 1918.

Capt. C. H. Dennison relinquishes his commn. on account of ill-health, and is permitted to retain the rank of Capt.; Jan. 1st.

Lieut. A. E. Neal relinquishes his commn. on account of ill-health, and is permitted to retain the rank of Lieut.; Jan. 1st.

Sec. Lieut. L. T. Dickson relinquishes his commn. on account of ill-health, and is permitted to retain the rank of Sec. Lieut.; Jan. 1st.

Sec. Lieut. F. L. Letter resigns his commn.; Jan. 1st.

Technical Branch.

Maj. W. J. Polybank to be Actg. Lieut.-Col. while empld. as Lieut.-Col. (Grade A); July 1st, 1918.

Capt. W. Calder to be Actg. Lieut.-Col. while holding a special appointment at the Ministry of Munitions; Sept. 19th, 1918.

Maj. C. Barber to be Actg. Lieut.-Col. while empld. at Lieut.-Col. (Grade B); Sept. 20th, 1918.

Maj. J. Dickson to be Actg. Lieut.-Col. while empld. as Lieut.-Col.; July 12th, 1918 (substituted for the notification in *Gazette*, Nov. 19th, 1918).

Cpts. to be Actg. Maj. while empld. as Maj.: F. E. Pike; Oct. 1st, 1918. W. A. B. Laing, K. J. Young; Oct. 30th, 1918.

Cpts. to be Actg. Maj. while empld. as Maj. (Grade B): S. Curtis, H. J. C. Smith; Oct. 25th, 1918.

Sec. Lieut. (Actg. Capt.) R. B. Stephenson to be Actg. Maj. while empld. as Maj.; Oct. 30th, 1918.

Capt. N. W. G. Blackburn to be Capt., from (A.) (Grade A); Oct. 4th, 1918.

Lieuts. to be Actg. Cpts. while empld. as Cpts. (Grade A): W. Dawson; April 1st, 1918 (substituted for the notification in *Gazette*, Nov. 29th, 1918. W. R. Lewis; Nov. 1st, 1918.

Lieut. J. H. Dale to be Actg. Capt. while empld. as Capt. (Grade B); Oct. 1st, 1918.

Lieut. G. W. Hippisley to be Actg. Capt. while empld. as Capt.; Oct. 30th, 1918.

Lieuts. (Actg. Cpts.) relinquish the acting rank of Capt. on ceasing to be specially empld. (Grade B): A. L. C. Fuller, H. E. Went; Nov. 19th, 1918.

Lieuts. to be Actg. Cpts., without pay and allowances of that rank while empld. as Cpts. (Grade B): G. C. Heseltine, C. E. Welsh; Nov. 1st, 1918.

Sec. Lieut. (Hon. Lieut.) G. K. Johnson to be Temp. Capt. while holding a special appointment at the Ministry of Munitions; Oct. 28th, 1918.

Sec. Lieut. (Actg. Lieut.) J. W. Jean, D.S.M., to be Actg. Capt. while empld. as Capt. (Grade A); Nov. 1st, 1918.

Sec. Lieut. (Actg. Lieut.) H. M. Over to be Actg. Capt. while empld. as Capt. (Grade B); Nov. 1st, 1918.

Sec. Lieuts. (Actg. Lieuts.) to be Actg. Cpts., without pay and allowances of that rank, while empld. as Cpts. (Grade B): (Hon. Lieut.) A. J. Dick, S. K. D'A. de Ferrars, W. Hill, (Hon. Lieut.) H. H. Mitchel, R. L. Burdon-Sanderson; Nov. 1st, 1918.

Lieut. B. O. Newman to be Lieut., from (O.) (Grade A); April 1st, 1918.

Lieuts. to be Lieuts. (Grade B): H. M. Franklin, from (A.); June 8th, 1918. E. L. Chadwick, from (O.); Nov. 26th, 1918.

Sec. Lieut. J. S. Card to be Temp. Lieut. while specially employed; Oct. 10th, 1918.

Sec. Lieut. (Actg. Lieut.) F. Ambler to retain the acting rank of Lieut. while employed as Lieut., from (Ad.) (Grade A); Dec. 15th, 1918.

Sec. Lieuts. to be Actg. Lieuts. while empld. as Lieuts. (Grade B): W. D. Corse; Sept. 2nd, 1918. W. J. Ley, S. R. Winkworth; Oct. 1st, 1918.

(Hon. Lieut.) L. Stockton-Smith; Oct. 25th, 1918. (Hon. Lieut.) W. B. Brett, E. D. Jones; Nov. 1st, 1918.

The heading "The under-mentioned Sec. Lieuts. (Temp. Lieuts.) (Admin.) to be Sec. Lieuts. and to be Hon. Lieuts." in *Gazette* of Oct. 29th, 1918, page 12711, should read "The under-mentioned Sec. Lieuts. (Temp. Lieuts.) (Admin.) to be Sec. Lieuts. and to be (Temp. Lieuts.)."

Capt. C. H. Johnson (Lieut., R.E., T.F.) relinquishes his commn. at his own request; Dec. 13th, 1918.

Sec. Lieut. (Hon. Lieut.) J. A. Rushworth (Lieut., L'pool. R., T.F.) relinquishes his commn. on ceasing to be empld.; Aug. 24th, 1918.

Sec. Lieut. L. B. Crough relinquishes his commn. on account of ill-health contracted on active service, and is permitted to retain the rank of Sec. Lieut.; Jan. 1st.

Medical Branch.

The following are granted temp. commns. as Cpts., with seniority from April 1st, 1918: G. Sparrow (Temp. Surg., R.N.); Nov. 5th, 1918. C. C. O'Malley (Temp. Surg., R.N.); Nov. 28th, 1918.

W. J. S. Cameron is granted a temp. commn. as Lieut.; Dec. 20th, 1918. The initials of Capt. T. J. Thomas are as now described, and not as stated in *Gazette*, Nov. 26th, 1918.

Dental Branch.

L. C. W. Balls is granted a temp. commn. as Lieut.; June 10th, 1918, (substituted for notification in *Gazette* of June 11th, 1918, page 6938).

Chaplains' Branch.

The following are granted temp. commns. as Chaplains, with the relative rank of Cpts.: Rev. P. C. Barber (Temp. Chap. to the Forces, 4th Cl., A.C.D.); Rev. A. S. C. Harrison (Chap. to the Forces, 4th Cl. (T.F.), att'd. E. Surr. R.); Dec. 23rd, 1918. Rev. A. A. Crawshaw; Dec. 27th, 1918.

Memoranda.

Lieut. P. F. W. Bush is granted the acting rank of Capt. while holding a special appointment at the Ministry of Munitions; June 1st, 1918.

Sec. Lieut. A. J. Thompson to be Actg. Capt., without the pay and allowances of that rank, while specially empld.; Dec. 23rd, 1918.

Cpts. are confirmed in the rank of Cpts.: E. D. Crundall, H. F. Delarue, D.F.C., R. M. Clifford, S. J. Woolley, E. E. Barnett, H. R. de Wilde, D.F.C., L. M. Bailey, P. E. Beasley, A. C. Burt, H. S. Scroggs, P. H. Martin, H. G. Hall, D.S.C., G. M. T. Rouse, N. G. Hodson, J. S. Maitland, K. F. Saunders, D.F.C., A.F.C., A. W. Carter, D.S.C., E. G. Hopcraft, D.S.C., S. J. Fetherston, D.F.C., E. B. Drake, A. J. O'Reilly, P. Wickens, W. L. Jordan, D.S.C., D.F.C., D. S. Don, E. J. B. How, B. C. H. Cross, D.F.C.

Sec. Lieuts. to be Lieuts.: (Actg. Maj.) H. W. Sidley, and to retain his acting rank; (Hon. Lieut.) (Actg. Lieut.) F. C. Wild; April 2nd, 1918.

(Actg. Capt.) H. B. Langton, and to retain his acting rank; April 13th, 1918. (Actg. Lieut.) R. Davis; April 27th, 1918. (Actg. Capt.) H. H. Harris, and to retain his acting rank; Oct. 11th, 1918. (Actg. Capt.) W. T. Watson, and to retain his acting rank; Oct. 15th, 1918. (Actg. Lieut.) E. G. Clement; Dec. 6th, 1918.

The date of appointment of Capt. H. G. Wheeler is May 11th, 1918, and not as stated on page 11868 of *Gazette*, Oct. 8th, 1918.

Maj. Hon. M. Baring, O.B.E., relinquishes his appointment as (S.O.); Dec. 1st, 1918.

Maj. A. C. Robinson (Maj., R.E.) relinquishes his commn. on ceasing to be empld.; Dec. 19th, 1918.

Maj. (Actg. Col.) F. J. Scott relinquishes his appointment as Dep. Dir. at the Air Ministry and his commn., and is permitted to retain the rank of Col.; Dec. 31st, 1918.

London Gazette, January 3rd.

The following temporary appointments are made at the Air Ministry:—

Staff Officers, 2nd Class.—And to be actg. Majors whilst so empld. if not already holding that rank:—Capt. N. Martin; Sept. 25th, 1918 (Air). Capt. (actg. Major) F. S. A. Baker; Dec. 10th, 1918.

Staff Officers, 3rd Class.—And to be actg. Cpts. whilst so empld.:—Lieut. W. D. Miller; Sept. 25th, 1918 (Air). Lieut. A. J. Clark; Aug. 18th, 1918, to Oct. 26th, 1918 (substituted for notification in *Gazette*, Dec. 20th, 1918).

Staff Officers, 4th Class.—And to be actg. Lieuts. whilst so empld.:—Sec. Lieut. F. R. Richardson; Oct. 4th, 1918. Temp. Hon. Lieut. W. G. Knight; Oct. 14th, 1918 (substituted for notification in *Gazette*, Dec. 3rd, 1918). Sec. Lieut. (Hon. Lieut.) J. Baillie, M.C.; Oct. 24th, 1918.

The following temp. appointments are made:—

Group Commanders.—Lieut.-Col. F. V. Holt, D.S.O., and to be actg. Brig.-Gen. whilst so empld.; April 1st, 1918 (but without pay and allowances, prior to April 26th, 1918) (substituted for notification in *Gazette* May 3rd, 1918). Lieut.-Col. (actg. Col.) F. C. Halaham, M.V.O., D.S.O., and to retain his actg. rank whilst so empld.; Dec. 16th, 1918.

Staff Officers, 2nd Class.—(P.) Capt. (actg. Major) F. T. Bridger, and to retain his actg. rank whilst so empld.; Dec. 13th, 1918.

Staff Officers, 3rd Class.—Sec. Lieut. (Hon. Lieut.) H. M. Ayres, and to be actg. Capt. whilst so empld.; Aug. 26th, 1918. (Air) Capt. J. Selwyn; Dec. 20th, 1918.

Flying Branch.

Capt. T. G. G. Bolitho, M.C., to be Lieut. (K.B.) on reversion from Balloon Coy. Comdr.; Sept. 6th, 1918 (substituted for notification in *Gazette* of Sept. 17th, 1918).

Lieuts. (A.) to be Lieuts. (O.):—T. W. Banks; Aug. 28th, 1918. H. Garnett; Sept. 5th, 1918. W. Urinowski; Sept. 14th, 1918. K. L. Grant; Oct. 13th, 1918.

Lieuts. (O.) to be Lieuts. (A.):—(Hon. Capt.) C. H. L. Coney; Nov. 5th, 1918. T. J. R. Wilson; Nov. 7th, 1918. A. R. Gurney, M.C.; Nov. 20th, 1918. W. D. Robertson; Nov. 26th, 1918.

The following Sec. Lieuts. (late Gen. List, R.F.C., on prob.) are confirmed in their rank as Sec. Lieuts. (A.):—S. D. Horne; Nov. 25th, 1918. P. L. Dunsdon; Nov. 27th, 1918.

The following are granted temp. commns. as Sec. Lieuts. (A.):—J. Davidson (Temp. Sec. Lieut., R. Scots, att'd. N. Lancs. R.); A. Thomson (Temp. Sec. Lieut., High. L.I., att'd. E. Surr. R.), and to be hon. Lieut.; Nov. 8th, 1918. L. S. Elphick (Sec. Lieut., R.W. Kent R., T.F.); Nov. 11th, 1918. W. H. Avery (2nd Lieut., R.W. Surr. R., R.F.); T. Varcoe (Lieut., R.F.A., T.F.), and to be hon. Lieut.; Nov. 14th, 1918. C. Maddox (Sec. Lieut., Welsh R., att'd. R.W. Fus.); Nov. 20th, 1918. R. Powell (Lieut. Hants. R.), and to be hon. Lieut.; W. D. Hamilton (Temp. Lieut. R. Ir. Rif.), and to be hon. Lieut.; Nov. 22nd, 1918.

The following are granted temp. commns. as Sec. Lieuts. (K.B.):—H. C. Collis (Sec. Lieut., Wilts R., S.R.); J. L. G. Fasham (Lieut., R. Innis. Fus.), and to be hon. Lieut.; Aug. 8th, 1918.

Sec. Lieut. (A.) to be Sec. Lieut. (O.):—S. L. McKillen; Oct. 18th, 1918.

The following Sec. Lieuts. (late Gen. List, R.F.C., on prob.) confirmed in their rank as Sec. Lieuts. (O.):—H. E. Hounsell, A. E. Heath; Aug. 8th, 1918. A. E. Marsh; Aug. 15th, 1918.

The following are granted temp. commns. as Sec. Lieuts. (O.):—M. McEwan (Lieut., R.G.A., T.F.), and to be hon. Lieut.; May 10th, 1918 (substituted for notification concerning E. McEwan in *Gazette* of July 30th, 1918).

H. C. H. Townsend (Lieut., Lond. R., T.F.), and to be hon. Lieut.; Aug. 17th, 1918. J. S. Wesson (Lieut., Worc. R., S.R.), and to be hon. Lieut.; Aug. 10th, 1918. H. E. Davis, M.C. (Lieut., Lond. R., T.F.), and to be hon. Lieut.; Aug. 25th, 1918. E. T. W. Lander (Sec. Lieut. R. Suss. R., T.F.); Sept. 21st, 1918. W. L. Morrey (T. Lieut., M.G.C.), and to be hon. Lieut.; Sept. 24th, 1918. L. J. Llewellyn (Sec. Lieut., Welsh R., T.F.); Oct. 8th, 1918. A. W. B. S. F. Bloy (Capt., Lond. R., T.F.), and to be hon. Capt.; L. C. Pallett (Sec. Lieut., Lond. R., T.F.); Nov. 6th, 1918. H. H. Thomas (Lieut. W., Yorks. R., T.F.), and to be hon. Lieut.; Nov. 9th, 1918. H. H. Warren (Lieut., Lond. R., T.F.), and to be hon. Lieut.; Nov. 11th, 1918.

Sec. Lieut. C. R. Abrahams relinquishes his commn. on account of ill-health, and is permitted to retain his rank; Jan. 4th.

The surname of actg. Lieut. W. H. Dunton is as now described, and not Dutton, as stated in *Gazette* of Nov. 19th, 1918.

The notification in *Gazette* June 4th, 1918, concerning Lieut. (actg. Capt.) A. R. Cox, is cancelled.

The notification in *Gazette* of Oct. 25th, 1918, concerning Lieut. C. A. McConchie is cancelled.

Administrative Branch.

Lieut. J. D. Davidson to be Lieut., from (A.); Nov. 2nd, 1918 (substituted for notification in *Gazette* Nov. 5th, 1918).

Lieut. J. A. Clarke to be Lieut., from (O.); Sept. 12th, 1918 (substituted for notification in *Gazette* Nov. 12th, 1918).

Capt. H. Mason relinquishes his commn. on ceasing to be empld. and is permitted to retain his rank; Jan. 4th.

The date of appointment of Lieut. (Hon. Major) W. B. Dunn is Aug. 15th, 1918, and not as stated in *Gazette* of Nov. 15th, 1918.

The notification in *Gazette* of Nov. 1st, 1918, concerning Lieut. L. V. Marchant, is cancelled.

Technical Branch.

Sec. Lieuts. to be Lieuts.:—Actg. Capt. P. A. Barron, and to retain his actg. rank; Actg. Lieut. W. Birtwhistle, Actg. Lieut. J. P. Burden, Actg. Lieut. K. A. Smith, Actg. Lieut. V. W. Allen, Hon. Lieut. (actg. Lieut.) T. H. Birdsall, Hon. Lieut. (actg. Lieut.) J. A. Pritchard, Hon. Lieut. (actg. Lieut.) A. E. Fincher-Brookes, Hon. Lieut. (actg. Capt.) E. G. Herbert, and to retain his actg. rank, Hon. Lieut. (actg. Capt.) J. A. Rossi, and to retain his actg. rank, Hon. Lieut. (actg. Lieut.) A. W. O'Q. Shire, Actg. Capt. H. J. Taplin, and to retain his actg. rank, Hon. Lieut. (actg. Lieut.) W. Hardcastle, Hon. Lieut. (actg. Lieut.) R. W. Anderson, Hon. Lieut. (actg. Lieut.) J. L. Dearing, Hon. Lieut. (actg. Lieut.) C. S. Edwards, Hon. Lieut. (actg. Lieut.) F. W. Port, Hon. Lieut. (actg. Lieut.) E. P. Lyon, Actg. Lieut. A. H. Brown, Actg. Capt. A. L. Johnson, and to retain his actg. rank, Hon. Lieut. (actg. Capt.) A. H. Cabellu, and to retain his actg. rank, Hon. Lieut. (actg. Lieut.) G. Baillie, Actg. Lieut. F. T. Sinclair, Hon. Lieut. (actg. Lieut.) A. D. Napier, Actg. Capt. A. H. Edwards, and to retain his actg. rank, Hon. Lieut. (actg. Lieut.) H. J. O. Barnett, Hon. Lieut. (actg. Capt.) H. G. Wood, and to retain his actg. rank, Actg. Lieut. W. Allan, Hon. Lieut. (actg. Lieut.) V. A. Cooper, Hon. Lieut. (actg. Lieut.) E. J. Girdler, Actg. Lieut. P. Brass, Hon. Lieut. (actg. Lieut.) W. B. Rayner, Actg. Lieut. F. P. Williams, Hon. Lieut. (actg. Lieut.) J. R. Brown, M.C., Hon. Lieut. (actg. Lieut.) P. S. Woodroffe, Actg. Lieut. J. E. H. Swain, Actg. Lieut. Hon. H. G. H. Mulholland, Actg. Lieut. H. J. Burns, Hon. Lieut. (actg. Lieut.) G. R. Waters; April 2nd, 1918. Hon.

Lieut. (actg. Lieut.) W. F. Baker; April 6th, 1918. Actg. Capt. G. K. Johnson, and to retain his actg. rank; April 7th, 1918. Actg. Lieut. W. G. Stafford, M.C., D.C.M.; April 12th, 1918. Actg. Lieut. P. E. Scrivener; April 23rd, 1918. Actg. Lieut. P. R. Garner; May 5th, 1918. Actg. Lieut. E. H. Trump; May 10th, 1918. Actg. Capt. R. J. Paton, and to retain his actg. rank; June 8th, 1918. Actg. Lieut. A. N. Meier; June 11th, 1918. Actg. Lieut. J. P. White; June 19th, 1918. Actg. Lieut. G. Kitchin; July 12th, 1918. Actg. Lieut. J. N. Eastcott; July 26th, 1918. Actg. Lieut. W. H. Dowling; July 30th, 1918. Actg. Lieut. G. R. Cobb; Aug. 3rd, 1918. Actg. Lieut. H. S. Lewin, Actg. Capt. H. J. Skingle, and to retain his actg. rank, Actg. Lieut. P. H. Paul; Aug. 9th, 1918. Actg. Lieut. A. A. McConnell; Aug. 27th, 1918. Actg. Lieut. C. F. Gorrington, Actg. Lieut. D. R. Morford, Actg. Lieut. W. H. Griffith; Sept. 9th, 1918. Act. Lieut. A. C. Hankey, Actg. Capt. C. E. Amore, and to retain his actg. rank, Actg. Lieut. A. R. B. Gill; Sept. 10th, 1918. Actg. Lieut. A. V. Boothroyd, Actg. Lieut. W. H. Harrison; Sept. 14th, 1918. Actg. Lieut. T. A. Burns; Sept. 17th, 1918. Actg. Lieut. R. Bassett, Actg. Capt. F. B. Woods, and to retain his actg. rank, Actg. Lieut. H. W. Henchie, Actg. Capt. H. W. Brooks, and to retain his actg. rank; Oct. 5th, 1918. Actg. Lieut. R. J. Sladden; Oct. 6th, 1918. Actg. Lieut. J. R. Bedford; Oct. 7th, 1918. Actg. Capt. W. Chapman, and to retain his actg. rank, Actg. Capt. J. Burden, and to retain his actg. rank; Oct. 11th, 1918. Actg. Lieut. W. H. M. Groom; Oct. 20th, 1918. Actg. Lieut. E. W. Chatterley; Nov. 3rd, 1918. Actg. Lieut. W. Calvert, Actg. Lieut. C. N. Henderson; Nov. 4th, 1918. Actg. Lieut. J. Booth; Nov. 11th, 1918. Actg. Lieut. W. Blackwell; Nov. 15th, 1918. Actg. Lieut. A. H. Comfort; Nov. 18th, 1918. Actg. Lieut. F. A. Mills; Nov. 30th, 1918. Actg. Lieut. F. H. Bartlett, Actg. Lieut. E. W. Dornier, Actg. Lieut. J. W. Gage; Dec. 1st, 1918. Actg. Lieut. G. Dickson; Dec. 8th, 1918. Actg. Lieut. H. S. Alger, Actg. Lieut. F. M. Pepper; Dec. 20th, 1918. Actg. Lieut. H. G. Toye; Dec. 26th, 1918. Actg. Lieut. A. W. McClellan, Actg. Lieut. R. Hall; Dec. 27th, 1918. Actg. Lieut. H. H. Cox; Dec. 29th, 1918. Actg. Lieut. J. A. Armstrong; Actg. Lieut. R. Leedal, Actg. Lieut. H. R. Hardy, Actg. Lieut. W. P. W. Smith; Dec. 30th, 1918.

Sec. Lieuts. to be Lieuts. (without pay and allowances of that rank):—Hon. Lieut. A. A. Davis, Hon. Lieut. C. H. E. Ridpath, Hon. Lieut. R. G. Hutchinson, E. E. G. B. Lennard, Hon. Lieut. H. E. Ward, M. V. Barton, Hon. Lieut. H. Darnell, G. B. Wilkins, T. E. H. Bristow, A. Meyrick, Hon. Lieut. A. H. Meldrum, Hon. Lieut. R. H. Tweedy, R. N. Corah, Hon. Lieut. A. J. L. Chrystall, Hon. Lieut. C. V. Thornton, Hon. Lieut. L. Mantell, Hon. Lieut. J. M. Scott, Hon. Lieut. W. B. Brett, Hon. Lieut. R. J. Cowan, Hon. Lieut. C. H. Butcher, S. P. Stocks, R. F. McMichael, Hon. Lieut. E. D. Inskip, Hon. Lieut. G. W. Charley, H. Tallis, E. M. A. Van der Meersch, H. Whitehead, J. Wheatland-Clinch, R. E. Chadderton, A. O. Roberts, W. K. Cannon, Hon. Lieut. G. M. J. Denman, J. R. Evans, F. W. Beard, C. B. Wilcocks, E. M. Leete, C. T. Keble, C. Curwen, R. W. Davies, C. C. Bracebridge, Hon. Lieut. E. T. Driver, C. R. Becke, P. A. Rich, Hon. Lieut. R. E. Wakelin, Hon. Lieut. M. P. Mullery, Hon. Lieut. H. S. Wilkins, J. Farquharson, J. H. B. Foss, L. B. Crough, C. E. Oxendale, Hon. Lieut. F. Ward, J. C. Courtice, W. H. R. Skudder, J. Witt-Mann, M. J. James, T. Cooper, J. F. B. Smith, H. Haddon, S. F. Barton, G. Barnett, A. Wragg, Hon. Lieut. G. A. B. Wheldon, J. R. Tavenor, H. C. Sharp, S. Mercer, Hon. Lieut. H. B. D. Grazebrook, H. Nankivell, B. V. N. Rowcroft, Hon. Lieut. H. News, T. Tatton, W. H. G. Furnival, Hon. Lieut. H. J. Gilbert, C. H. Mendham, L. A. Owen, A. T. Griffith, L. T. Fradd, J. E. J. Crawford, Hon. Lieut. A. F. Elliott, J. W. Parkinson, H. P. Reid, Hon. Lieut. C. R. H. Trevor, R. F. Malabar, Hon. Lieut. H. C. Short, Hon. Lieut. O. S. Waymouth, Hon. Lieut. W. G. Foulds, Hon. Lieut. S. A. Salmon, H. Edge, Hon. Lieut. B. O. Angell, Hon. Lieut. T. J. Stannage, Hon. Lieut. C. M. Hennell, Hon. Lieut. F. J. Cowlshaw, J. Hodder, H. W. McGowan, Hon. Lieut. J. F. Guinan, L. M. Hughes, Hon. Lieut. B. Pool, A. Smellie, Actg. Capt. L. F. Jones, and to retain his actg. rank with pay and allowances of a Sec. Lieut., Hon. Capt. H. I. Allen, and to retain his hon. rank, Hon. Lieut. R. Backhouse, Hon. Lieut. J. R. Shanks, Hon. Lieut. H. R. Poole, Hon. Lieut. C. P. Beadon, Hon. Lieut. V. J. Copestake, M.C., Hon. Lieut. C. H. Masters, Hon. Lieut. J. H. Falconer, Hon. Lieut. J. L. Hill, Hon. Lieut. H. E. Randall, Hon. Lieut. J. B. Glass, F. P. Cleaver, H. M. Attwell, T. F. Northcote, S. B. Henson, H. F. Pulford, Hon. Lieut. S. S. Barber, J. C. Holmes, Hon. Lieut. C. W. Bickley, H. B. Shephard, Hon. Lieut. H. A. Braddock, C. H. Shelton, Hon. Lieut. W. D. Squire, Hon. Lieut. M. P. Spencer, E. S. Steddy, Hon. Capt. S. Smith, and to retain his hon. rank, C. C. Basell, Hon. Lieut. A. E. Franklin, Hon. Lieut. F. E. Glass, Hon. Lieut. T. V. Villiers, Hon. Lieut. K. G. de Jongh, Hon. Lieut. S. R. McLaren, G. E. Lane, Hon. Lieut. C. V. Anthony, Hon. Lieut. H. A. B. Miller, Hon. Lieut. E. T. A. Jones, J. M. Atherton, J. H. Loveridge, W. B. Wood, M.C., D. Gordon, W. S. Jamieson, Hon. Lieut. S. G. Hewitt, Hon. Lieut. H. Teesdale, R. J. Martin, P. F. Connaughton, C. M. Bevan; April 2nd, 1918. S. R. Winkworth; April 7th, 1918. C. J. Geddes; April 9th, 1918. W. A. Haslam; April 11th, 1918. J. T. Brothwick; April 12th, 1918. C. E. Nightingale; April 19th, 1918. W. C. Clark; April 23rd, 1918. P. R. Aitken, W. R. Mainstone; April 24th, 1918. J. G. Dyson, R. C. Wallace, E. J. R. Dyer, T. T. Murray; April 25th, 1918. S. Wilson, R. Rochford, J. D. Richards, E. C. Frisby, E. E. Beaumont, T. H. Cooper, W. Gregory; May 5th, 1918. G. Lynch; May 9th, 1918. E. C. Fowler; May 13th, 1918. P. S. Taylor; May 14th, 1918. F. J. B. Powell; May 16th, 1918. W. H. Bokenham; May 20th, 1918. A. V. McPhail; May 31st, 1918. L. C. H. Cave; May 22nd, 1918. C. G. J. Silcock; May 24th, 1918. S. A. Bond; May 26th, 1918. R. Knott, P. P. Nicholl, Actg. Capt. R. J. Paton, and to retain his actg. rank, R. H. Butler, W. R. Sievwright, F. E. Bayley, D. Rintoul; June 8th, 1918. J. H. F. Pilling; June 13th, 1918. R. C. S. Jamie; June 14th, 1918. R. A. Watson; June 15th, 1918. E. C. Deeth; June 18th, 1918. G. F. Felstead, V. F. Spurgeon; June 19th, 1918. E. W. Lawrence; June 22nd, 1918. H. C. Perks; June 28th, 1918. T. F. Pullien; June 29th, 1918. B. C. Adamson; July 3rd, 1918. A. R. Parker; July 6th, 1918. F. W. Stiles; July 9th, 1918. V. F. J. Barker, E. L. M. Emtage; July 12th, 1918. C. S. Collingwood; July 18th, 1918. R. B. Herring, T. A. Roberts; July 19th, 1918. Hon. Lieut. J. Cawley; July 23rd, 1918. A. E. Reynolds; July 26th, 1918. J. Hooper; July 27th, 1918. F. A. W. Braine; July 30th, 1918. A. Christian, H. H. Hussey; Aug. 1st, 1918. W. Crick; Aug. 4th, 1918. E. D. Leishman; Aug. 8th,

1918. H. J. Ashwell, W. G. Cullen, B. A. Hill, W. E. Lowe, F. J. R. Perfit, R. J. Saunders, W. Towell, W. Duff, C. G. Walton, L. R. Pierce; Aug. 9th, 1918. W. T. Langton, S. H. Pestell; Aug. 14th, 1918. A. C. Truelove; Aug. 15th, 1918. P. G. Pickwell, G. N. Cockerell; Aug. 19th, 1918. C. J. Hallward, F. R. Davis; Aug. 21st, 1918. A. Milner, D. W. Dron; Aug. 27th, 1918. C. H. O. Stanton, L. H. S. Harben; Aug. 28th, 1918. T. F. Morris, A. Garrity, E. T. Scale, E. C. Williams, M.C.; Sept. 1st, 1918. A. E. Abell; Sept. 3rd, 1918. R. W. Jefferson, W. W. McDonald; Sept. 4th, 1918. A. W. Judge; Sept. 7th, 1918. H. P. Beasley; Sept. 8th, 1918. A. J. Evans, A. H. Sippe, C. D. Clarke, H. A. Scott; Sept. 9th, 1918. R. J. Fetherston, L. E. Heather, D. Low, I. Massey, D. G. Moreton, A. C. Nixon, R. J. Shanks, F. J. Farlow, D. Ottwell; Sept. 10th, 1918. H. J. Dolan; Sept. 11th, 1918. F. Thomas; Sept. 14th, 1918. W. H. Glaser, J. L. Cuthbertson; Sept. 16th, 1918. E. E. N. Smith, F. M. M. Ellis, H. A. Dunningham, C. W. Duval, R. F. Jones, C. B. Maddocks, W. Bourne; Sept. 17th, 1918. T. V. J. Davison; Sept. 19th, 1918. K. S. Hughes; Sept. 20th, 1918. W. A. Lyon; Sept. 22nd, 1918. L. B. Howland; Sept. 23rd, 1918. L. Y. Cardall; Sept. 26th, 1918. J. N. Hill; Sept. 27th, 1918. W. A. Allan; Sept. 28th, 1918. L. F. Williams, E. T. L. Jones; Oct. 4th, 1918. Hon. Lieut. S. Symonds, F. T. Wheatley, H. H. Maudsley, E. C. Steel, E. H. Hart, J. W. Atkinson, C. G. Nops, A. H. Herrington, W. D. Buchanan, A. G. A. Cazaban, R. T. Belville, F. W. Brooks, F. D. Crane, G. M. Edmonstone, J. Hobbs, W. H. Stirling, J. B. Daniels, Hon. Lieut. C. B. Loweth; Oct. 5th, 1918. A. L. Simms; Oct. 7th, 1918. Hon. Lieut. T. Woodman; Oct. 10th, 1918. B. W. H. Carter, A. E. Dyson, D. W. Sedgwick; Oct. 11th, 1918. C. L. Cliffe, T. G. H. Goodacre, C. F. B. Bassil, R. O. Montgomerie; Oct. 13th, 1918. J. F. J. Perry; Oct. 15th, 1918. H. W. Pollock; Oct. 16th, 1918. O. F. Cooke-Yarborough, H. V. Low; Oct. 17th, 1918. D. McI. Mitchell; Oct. 24th, 1918. H. G. Reddy, C. Galvayne, R. H. Semmence, R. B. Robinson, A. J. Howell; Oct. 26th, 1918. H. C. C. Gates; Oct. 29th, 1918. L. F. Bishop; Nov. 2nd, 1918. W. H. Jones, T. B. Hardy; Nov. 3rd, 1918. A. B. Smith, A. C. B. Hanbury, A. W. Bishop, P. Avery, C. G. Boot, W. S. Smart, W. J. Walford, S. H. Cummings, S. G. Allen, E. W. Kemp, R. G. Nelson, C. Boyd, B. H. Davies, C. E. Power, A. B. Blayney, A. B. Starke, A. W. Hamlin, W. B. Jones; Nov. 4th, 1918. J. T. Vernon, P. H. Benson; Nov. 5th, 1918. T. M. S. Jenkins; Nov. 7th, 1918. H. F. Unwin; Nov. 8th, 1918. L. Whistler, J. H. Gladding; Nov. 9th, 1918. R. J. Murchison; Nov. 11th, 1918. W. S. Vale; Nov. 12th, 1918. E. M. C. Brown, D. I. B. McCulloch; Nov. 13th, 1918. P. Brindle, W. H. Hodson, A. A. Westcott, H. H. Ballard; Nov. 24th, 1918. E. Piggett, H. Nichols; Nov. 27th, 1918. E. P. Terry, M. E. Holroyd, T. J. Boyer; Nov. 30th, 1918. J. P. Sadler, H. D. Spratt, F. P. Burns, E. F. Hutley, R. H. Rivers, D. W. Edmonds, F. J. C. Exton, L. F. Roslyn, W. L. Vining, C. Liver, S. B. Cave, H. Best, A. E. Richardson, W. J. Hembry, W. G. Andrews; Dec. 1st, 1918. E. D. Dawson; Dec. 6th, 1918. D. K. Leed; Dec. 7th, 1918. A. D. Simmonds; Dec. 14th, 1918. L. C. Bottoms; Dec. 10th, 1918. R. D. Wakeham; Dec. 9th, 1918. W. R. Maunder; Dec. 16th, 1918. N. Feather, L. A. Harbord, H. C. Newton, D. H. Clement, G. A. Hill, C. E. Maryon, R. S. Charles; Dec. 20th, 1918. H. Svendsen; Dec. 21st, 1918. A. J. Martin; Dec. 24th, 1918. P. Seymour, B. Z. Simpson, R. P. Allison, A. H. Read, M. L. P. Reilly; Dec. 26th, 1918. J. W. Saxon; Dec. 27th, 1918. W. G. Lamb; Dec. 28th, 1918. H. C. Nelson, E. S. Daniel, H. L. B. Buchanan, C. Clayden, R. V. Middlemost; Dec. 29th, 1918. W. T. Close, G. H. Johnson, J. H. B. Porter, F. W. Atkinson, C. B. Newman, F. J. F. English, A. W. H. Osborne, S. R. Moore, F. L. Goodacre; Dec. 30th, 1918.

Sec. Lieuts. to be Actg. Lieuts. while empld. as Lieuts. (Hon. Lieut.) M. D. Scott, H. R. C. Van de Velde; Sept. 18th, 1918.

R. A. Golden (Lieut., N. Staff, R., Spec. Res.) is granted a temp. commn. as Lieut. (Grade B); May 20th, 1918.

V. E. R. Bolton (Temp. Sec. Lieut., M.G.C.) is granted a temp. commn. as Sec. Lieut. (Grade B); Aug. 19th, 1918.

Memoranda.

Lieut.-Cols. to be Actg. Cols. (without pay and allowances of that rank) while empld. as Permanent Presidents of Courts-Martial.—F. H. G. Playfair, A. W. C. McFall, R. N. Daniel, V. Henry, C.B., W. P. Alexander; Dec. 1st, 1918.

The following Capts. are confirmed in rank as Capt.:—L. O. Brown, D.S.C., W. G. R. Hinchcliffe, A. A. Wallis, B. A. Malet, R. R. Thornley, D.S.C., E. E. Deans, D.S.C., T. E. B. Howe, A.F.C., G. Green, N. R. Cook, D.S.C., C. R. Rischbleth, D. M. Ballantyne, J. S. Wright, D.S.C., A. R. Stack, D. B. M. Hume, A. J. B. Tonks, D.F.C., A. H. H. Gilligan, T. A. Gladstone, L. E. R. Murray, F. J. W. Mellersh, H. Tether, B. N. Harrop, T. G. C. Wood, D.S.C., C. L. Bailey, J. R. Allan, D.S.C., W. A. Scott, D.S.C., S. D. Scott, A. B. Ellwood, D.S.C., J. R. Swanston, D.F.C., A. Frauenfelder, B. A. Millson, D.S.C., S. R. Watkins, G. S. Abbott, T. P. M. Alexander, D. R. Baylis, J. H. Woolner, A.F.C., C. B. Sproatt, D.S.C., J. H. Keens, O. W. Redgate, D.F.C., H. M. Ireland, D.F.C., K. B. S. Greig, A. M. Fitz-Randolf, J. de C. Paynter, D.S.C., H. S. Broad, W. B. Galloway, C. N. Downs, H. J. Wiser, R. R. Soar, D.S.C., E. A. Bolton, A. G. Bishop, A.F.C., H. L. E. Tyndale-Biscoe, L. C. Soppe, D.S.C., J. A. Sadler, J. A. Shaw, G. D. Smith, D.S.C., F. R. Johnson, D.S.C., F. Towers, T. K. Thyne, J. N. Wilson, L. G. Wright, G. W. Hemming, D.S.C., F. L. C. Butcher, E. Anthony.

Sec. Lieut. (Hon. Lieut.) G. K. Johnson to be Actg. Capt. while holding a special appointment at Ministry of Munitions; Oct. 28th, 1918.

Sec. Lieut. (Hon. Lieut.) H. W. Clarke to be Hon. Capt.; Aug. 31st, 1918.

The date of appointment of Capt. (Actg. Lieut.-Col.) E. P. A. Melville is April 1st, 1918, and not as in *Gazette*, May 3rd, 1918.

The surname of Capt. D. C. Hydes is as now described, and not as stated in *Gazette*, Dec. 24th, 1918.

Royal Flying Corps (Military Wing).

London Gazette Supplement, December 31st, 1918.

School of Instruction: Military Aeronautics.

Assistant Commandant.—Graded for pay as a Brig.-Maj.—Maj. W. B. Stansfeld, Res. of Off., W. Ind. R.; Jan. 5th, 1918.

Squadron Commander.—Graded for pay as a Staff Capt.—Lieut. C. I. Munday, M.C., R. Fus., to be seconded, and to be Temp. Capt. whilst so empld.; March 27th, 1918.

Hamburg to New York by Zeppelin

FROM information received in Paris via Switzerland, it would appear that the Zeppelin Company has been considering the question of organising a trans-Atlantic airship service between Hamburg and New York. It is estimated that keeping at a comparatively low altitude and averaging a speed of 56 m.p.h., the dirigibles could keep in the air for 85 hours.

Reducing the crew to the minimum necessary would, it is stated, permit of accommodation for 80 passengers and their luggage being arranged for.

Interesting Relics at Cologne

IN noting that some of the German aeroplanes which are to be given up under the armistice conditions are being formally handed over at what was the big German flying school on the outskirts of Cologne, a special correspondent to *The Times* says there are several interesting relics lying in the immense aerodrome. One is the skeleton of a huge Gotha, to carry 14 men, which has little iron ladders leading up to the machine gunners' posts above the upper plane, while another is a two-seated Junker all-metal machine used for attacking trenches.

SIDE-WINDS.

ALTHOUGH the magneto does not take up a great deal of space and is usually given very little thought, the fact remains that it is one of the most important components in an aeroplane. All the more credit, therefore, to those magnetos which have a share in the outstanding performances of to-day. The Handley-Page machines which have been doing such long flights in the East are, we understand, fitted with Watford Magnetos made by Messrs. North and Sons, of Watford. The Handley-Page machine which a little while ago carried 41 people over London was also so fitted, and another feat with which this magneto was associated was the bombing of Constantinople and the "Goeben" in July, 1917.

MESSRS. NAYLOR BROTHERS (LONDON), LTD., announce that they are transferring their Head Office to Southall,

inches, decimal equivalents, approximate weight of 100 yards and 1 mile, and the approximate length of 1 cwt. of each size. Messrs. John Rigby and Sons will be pleased to send a copy of this card, which is printed in red and black, to any firm who would find it useful.

FROM Mr. Walter Dewis, the Managing Director of the British Mercedes Motor Co., Ltd., we learn that the reconstruction of the company has been completed, and that a factory covering two-and-a-half acres, with room to grow to seven-and-a-half acres, has been acquired at Stonebridge Park. As soon as circumstances permit, Mr. Dewis hopes to produce a British Mercedes car and also a British Mercedes lorry. In the meantime, we understand that the works will be devoted to catering for the old Mercedes clients of the firm, and special arrangements have been made to meet the



At the Sopwith Aviation Company's factory at Ham in Surrey. A very convincing view of one of the shops.

Middlesex, to which all communications should be addressed in future, the Oxford Street offices being retained for export purposes only. The telephone number is 30 Southall, and the telegraphic address, Naylor, Southall.

MANY thanks to Mr. Reginald Delpech, of Triplex fame, for the copy of the "London time-table and Red-Rail guide." This is one of the most useful time-tables we have come across, the various places in the United Kingdom with the train services from and to London being arranged alphabetically, with little tables showing the times of arrival and departure of the trains. The suburban services are all arranged at the back of the time-table.

A MOST artistic calendar comes to hand from Messrs. Llewellyn Ryland, Ltd., makers of the renowned Rylard varnish. It is adorned with a picture in colours, showing a seaplane flying over a squadron of warships. Another pretty calendar comes from the Supermarine Aviation Works, Ltd., "in commemoration of Peace." This has a picture, in colours, of a flying boat.

A TOUCH of colour will be lent to the offices of those who are fortunate enough to receive one of the calendars of Messrs. Brown Brothers, Ltd. It consists of four leaves, each showing three months and each adorned with a clever drawing in colours by Lawson Wood. Those who have not yet received one of the calendars should write to Messrs. Brown Brothers, Ltd., Great Eastern Street, London, E.C.2. If they do not wish to be disappointed they should not delay their application as the supply is limited and there is bound to be a good demand.

FROM Messrs. John Rigby and Sons, Ltd., Adelphi Wire Mills, Salford, Manchester, comes a useful card to hang up in drawing offices and stores, etc. It consists of a table of standard sizes, weights, lengths, etc., of round wire. The particulars shown are: standard wire gauge, fractions of

heavy demands for overhauls and repairs which is anticipated now that petrol is once more obtainable for private motoring. It may be recalled that the British Mercedes Motor Co., Ltd., acquired the business and stock-in-trade of the Milnes-Daimler Mercedes, Ltd.

BY way of celebrating the armistice, the Phoenix Dynamo Manufacturing Co., Ltd., decided to organise a Christmas party, but were at once faced with a problem, there being no hall in Thornbury large enough to hold the 5,000 guests. The difficulty was overcome by temporarily clearing a portion of the works, one of the shell-shops being turned into a games and music room, the aviation metal shop becoming a ball-room in which 1,500 dancers took the floor, while the aviation erecting shop became a concert hall and picture palace. With the aid of a plentiful supply of bunting the great workshops were suitably camouflaged and a brave display of electric lamps outside helped to make the place look more like a fairy palace than a modern factory which has turned out two million shells, not to mention some hundreds of seaplanes and other aircraft, one of which was illustrated in *FLIGHT* last week. Mr. P. J. Pybus, the managing director, saw to it that everybody had a jolly time, and apart from the good things enjoyed at the party all the guests over 18 years of age (about 4,000 in number) received a Victory gift of a £1 treasury note, while those under 18 received 10s.

HAVING been released from the urgent munition work upon which they have been engaged during the period of the War, The Midland Presswork Co., of Far Gosford Street, Coventry, are now in a position to accept orders for pressed metal parts of any description in steel, brass, copper, aluminium, phosphor-bronze, etc., and for small capstan work. We understand that they are particularly well placed for manufacturing patented articles of commercial or general interest, and any patentee who wishes to make arrangements for the manufacture of his speciality should get in touch with them without delay.

COMPANY MATTERS

D. Napier and Son, Ltd.

At the annual meeting of D. Napier and Son, Ltd., on December 30th, Mr. H. T. Vane, C.B.E., joint managing director, who occupied the chair, in the absence of Mr. M. S. Napier, explained that the meeting was of a formal character, as, owing to the amount of extra clerical work entailed in connection with the accounts and the difficulty of settling accounts and outstanding questions with the Government, it had been impossible to have them ready. He was able to announce, however, that their turnover for the financial year ending September 30th, 1918, was again a record one. Pending the compilation of the accounts, the directors were satisfied that they could recommend a dividend of 10 per cent., less income-tax, being paid to the ordinary shareholders in respect to the year under review.

During the War period the company had been engaged almost exclusively on the production of war material for the British and Allied Governments, and thereby gained unique and valuable experience in connection with the design and manufacture of aero engines, which would be of great importance in the future developments of the company. In the course of the past four years they had erected buildings, giving additional workshops, etc., to the extent of over 100,000 sq. ft.; further, they had installed considerable new and up-to-date plant and machinery without calling for any additional share capital, and, having regard to the increase in costs of material and labour compared with the pre-War period, it would be appreciated that it was important that the company's financial position should be so arranged as to enable them to cope with the higher expenditure which would be necessary in order to carry the material required for stock and work in progress, and to maintain and develop their future trade in aero engines and motor vehicles. It was, therefore, proposed to ask them to-day to sanction an increase in the ordinary share capital of the company by £200,000. When the necessary Treasury sanction had been obtained the directors would consider how much of this additional capital and upon what terms and conditions it should be issued.

They had gone through a very strenuous four years of War work, and were now busily engaged making arrangements to turn over from War to peace trade. As to the future, whilst there will be problems to solve affecting labour, a great deal depends upon how our Government decides to protect the aircraft and motor-car industries during the next few years. Both were acknowledged to have been of invaluable assistance to the Government in time of War, and it would, therefore, seem only logical to take a hopeful view as to the Government devising some adequate means to encourage and foster aero engine and aircraft manufacture; and particularly does this concern motor-car manufacturers, who have practically sacrificed their motor-car trade during War time in order to help to place the Air Service in the foremost position it holds to-day. There should be a bright future for the company, as the Napier "Lion" aero engine has already given an excellent account of itself in the hands of the Government pilots, and the reputation for the six-cylinder motor carriage was still maintained.

It was resolved "That a dividend of 10 per cent., less income-tax, be paid to the ordinary shareholders standing on the register on December 31st, 1918, in respect of the year ending September 30th, 1918."

The chairman afterwards moved "That the capital of the company be increased to £850,000 by the creation of 200,000 additional ordinary shares of £1 each, ranking for dividend, and in all other respects, *pari passu* with the existing ordinary shares of the company," which was carried unanimously.

Sir Lindsley Byron Peters was re-elected a director, and the meeting was adjourned.

The Triplex Safety Glass Co., Ltd.

THE report of the directors for the year ended November 30th, 1918, states that with regard to the year's trading, a net profit resulted of £30,927 4s. 8d. With this sum it is proposed to write off the balance of the development account, namely, £2,000, also depreciation amounting to £462 7s. 9d., leaving £28,464 16s. 11d., and making, with the balance brought forward of £16,102 0s. 11d. and the interim dividend received from the Triplex Goggle Mask and Lens Co., Ltd., of £100, a total of £44,667 17s. 10d. Out of this was paid a final dividend of 6 per cent., amounting to £3,600, for the year ending November 30th, 1917, a sum of £5,000 on account of excess profits tax, and an interim dividend for the year under consideration of 5 per cent. on July 15th, amounting to £3,000. The directors recommend a final dividend of

5 per cent., making a total dividend of 10 per cent. for the year under consideration, absorbing £3,000, and leaving a balance to be carried forward of £30,066 17s. 10d. to cover excess profits duties and other contingencies. In last year's report a note was made to the effect that the Canadian rights had been sold to a syndicate in New York for a cash consideration and share interest in the new company about to be formed there. During the current year the cash consideration, namely, £2,500, has been received, and this sum is brought into the accounts. With regard to the share interest, this is not yet to hand owing to delay in correspondence, but for the information of the shareholders the directors report that this interest amounts to 7,500 shares in the company formed, which has a total capitalisation of 100,000 shares. The designation of the company in question is the Triplex Safety Glass Corporation of America.

NEW COMPANIES REGISTERED

CECILE, LTD.—Capital, £5,000 in £1 shares. Tinsmiths workers in metals, constructors in motor and aircraft and other works, etc.

CHESTER ENGINEERING CO. (1918), LTD.—Capital £30,000, in £1 shares. Mechanical, electrical and aeronautical engineers, etc. First directors: H. Burroughes and G. A. Peck.

PUBLICATIONS RECEIVED

The Physiology of Industrial Organisation and the Re-employment of the Disabled. By Prof. Jules Amar. London: The Library Press, Ltd., 26, Portugal Street, W.C. Price 30s. net.

The "Ascol News" Desk Mirror and Calendar, 1919. The Aircraft Supplies Co., Ltd., Ascol House, 125, Long Acre, W.C. 2.

Desk Calendar, 1919. Edgar Allen and Co., Ltd., Imperial Steel Works, Sheffield.

Table of Sizes, Weights, Lengths, etc., of Round Wire. John Rigby and Sons, Ltd., Adelphi Wire Mills, Salford, Manchester.

Aeronautical Patents Published

Abbreviations:—cyl. = cylinder; I.C. = internal combustion; m. = motors.

APPLIED FOR IN 1915

Published January 9th, 1919.

15,014. F. SAGE AND Co. and E. C. G. ENGLAND. Aeroplanes.

APPLIED FOR IN 1917

The numbers in brackets are those under which the Specifications will be printed and abridged, etc.

Published January 9th, 1919.

9,750. F. SAGE AND Co. and E. C. G. ENGLAND. Fuel, water or oil supply in engines of aircraft, etc. (121,300.)

18,170. F. P. DRIVER. Petrol tanks for aircraft. (121,323.)

APPLIED FOR IN 1918

The numbers in brackets are those under which the Specifications will be printed and abridged, etc.

Published January 9th, 1919.

61. F. W. CHAMIER and W. F. HOWARD. Aerial machines. (121,378.)

1,792. H. C. DICKSON. Tubes, stays, struts, etc., for planes, tail, body, etc., of aerial craft. (121,389.)

2,160. G. C. ST. LOUIS and C. PEARSON. Heavier-than-air flying machines (121,393.)

If you require anything pertaining to aviation, study "FLIGHT'S" Buyers' Guide and Trade Directory, which appears in our advertisement pages each week (see pages lvii, lviii, lix and lx).

FLIGHT

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